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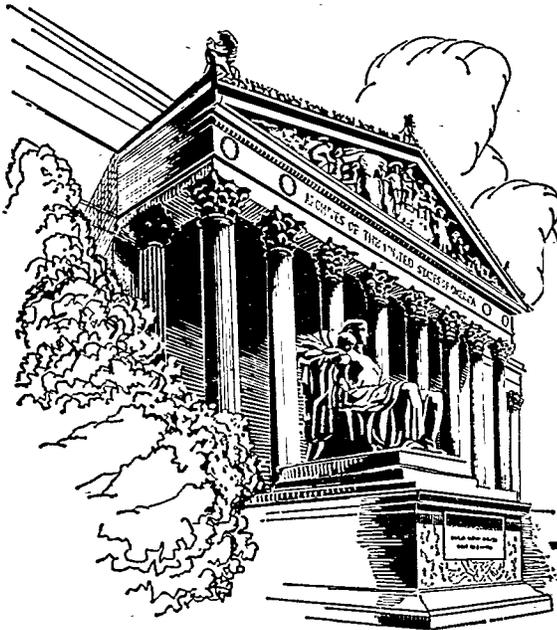
Thursday, April 1, 1965 • Washington, D.C.

Pages 4233-4301

Agencies in this issue—

Agriculture Department
Atomic Energy Commission
Civil Aeronautics Board
Civil Service Commission
Consumer and Marketing Service
Engineers Corps
Federal Aviation Agency
Federal Crop Insurance Corporation
Federal Deposit Insurance Corporation
Federal Home Loan Bank Board
Federal Power Commission
Federal Register Administrative
Committee
Federal Trade Commission
General Services Administration
Internal Revenue Service
Interstate Commerce Commission
Land Management Bureau
National Bureau of Standards
Small Business Administration

Detailed list of Contents appears inside.



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Contents

AGRICULTURE DEPARTMENT

See also Consumer and Marketing Service; Federal Crop Insurance Corporation.

Rules and Regulations

Agricultural commodities; sales for foreign currencies..... 4240

ARMY DEPARTMENT

See Engineers Corps.

ATOMIC ENERGY COMMISSION

Notices

General Dynamics Corp.; notice of application for utilization facility license..... 4263

CIVIL AERONAUTICS BOARD

Notices

Eastern Air Lines, Inc., et al.; order of investigation and suspension..... 4263

CIVIL SERVICE COMMISSION

Notices

General statistician; notice of manpower shortage..... 4264

COMMERCE DEPARTMENT

See National Bureau of Standards.

CONSUMER AND MARKETING SERVICE

Rules and Regulations

Milk in certain marketing areas:
Central Arizona..... 4250
Chicago, Ill..... 4241

Notices

Food stamp program; effective date..... 4262

DEFENSE DEPARTMENT

See Engineers Corps.

ENGINEERS CORPS

Rules and Regulations

Sheepscot River, Maine; bridge regulations..... 4253

FEDERAL AVIATION AGENCY

Rules and Regulations

Airworthiness directives; Boeing Models 707 and 720 Series aircraft..... 4240

FEDERAL CROP INSURANCE CORPORATION

Rules and Regulations

Arkansas; county designation for crop insurance:
Cotton..... 4240
Rice..... 4240

FEDERAL DEPOSIT INSURANCE CORPORATION

Notices

Applications for exemptions:
Ludlow Savings Bank and Trust Co..... 4264
Western Maryland Trust Co.... 4264

FEDERAL HOME LOAN BANK BOARD

Rules and Regulations

Required amounts and maintenance of Federal insurance reserve; policy statement..... 4251

FEDERAL POWER COMMISSION

Proposed Rule Making

Annual charges prescribed for licensed projects..... 4259

Notices

Hearings, etc.:

Amerada Petroleum Corp., et al..... 4269
Callery, F. A., Inc., et al..... 4269
Cities Service Gas Co..... 4264
Colorado Interstate Gas Co.... 4265
Consolidated Edison Company of New York, Inc..... 4265
El Paso Natural Gas Co..... 4266
Florida Gas Transmission Co.... 4266
Interstate Power Co..... 4266
Kansas-Nebraska Natural Gas Co., Inc..... 4267
Lange, R. W..... 4267
Plains Gas Farmers' Cooperative Society of Hereford, Texas.... 4268
Southern Natural Gas Co..... 4268
Utah Power & Light Co..... 4268
Webb, William G., et al..... 4269

FEDERAL REGISTER

ADMINISTRATIVE COMMITTEE

CFR Checklist..... 4237

FEDERAL TRADE COMMISSION

Rules and Regulations

Stupell Originals, Inc., et al.; prohibited trade practices..... 4252

GENERAL SERVICES ADMINISTRATION

Notices

Abaca held in national stockpile; proposed disposition..... 4270

INTERIOR DEPARTMENT

See Land Management Bureau.

INTERNAL REVENUE SERVICE

Proposed Rule Making

Income tax; allocation of income and deductions among taxpayers..... 4256

INTERSTATE COMMERCE COMMISSION

Rules and Regulations

Louisville and Nashville Railroad Co.; car service..... 4254

Notices

Fourth section applications for relief..... 4299
Motor carrier, broker, water carrier and freight forwarder applications..... 4271
Motor carrier transfer proceedings..... 4300

LAND MANAGEMENT BUREAU

Rules and Regulations

Public land orders:

Alaska (3 documents)..... 4253, 4254
California..... 4253
Nevada..... 4254
Wyoming..... 4254

Notices

Montana; opening of public lands (2 documents)..... 4261, 4262
Proposed withdrawals and reservations of lands:
Alaska..... 4262
California..... 4261
Washington..... 4262

NATIONAL BUREAU OF STANDARDS

Rules and Regulations

Test fee schedules; mechanics.... 4237

SMALL BUSINESS ADMINISTRATION

Rules and Regulations

Small business nonmanufacturer; definition..... 4252

Notices

Disaster area declarations:
Alabama..... 4270
North Carolina..... 4271

TREASURY DEPARTMENT

See Internal Revenue Service.

List of CFR Parts Affected

(Codification Guide)

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1965, and specifies how they are affected.

3 CFR		14 CFR		33 CFR	
EXECUTIVE ORDERS:		39.....	4240	203.....	4253
Jan. 24, 1914 (revoked in part by					
PLO 3569).....	4253	15 CFR		43 CFR	
2347 (revoked by PLO 3572).....	4254	206.....	4237	PUBLIC LAND ORDERS:	
5289 (revoked by PLO 3571).....	4253			1301 (revoked by PLO 3572).....	4254
5327 (see PLO 3573).....	4254	16 CFR		1695 (modified by PLO 3570).....	4253
7 CFR		13.....	4252	3501 (revoked in part by PLO	
11.....	4240			3574).....	4254
401 (2 documents).....	4240	18 CFR		3569.....	4253
1030.....	4241	PROPOSED RULES:		3570.....	4253
1131.....	4250	11.....	4259	3571.....	4253
12 CFR				3572.....	4254
563.....	4251	26 CFR		3573.....	4254
13 CFR		PROPOSED RULES:		3574.....	4254
121.....	4252	1.....	4256	49 CFR	
				95.....	4254

Rules and Regulations

Title 1—GENERAL PROVISIONS

Chapter I—Administrative Committee of the Federal Register

CFR CHECKLIST

1965 Issuances

This checklist, prepared by the Office of the Federal Register, is published in the first issue of each month. It is arranged in the order of CFR titles, and shows the issuance date and price of revised volumes and supplements of the Code of Federal Regulations issued to date during 1965. New units issued during the month are announced on the inside cover of the daily FEDERAL REGISTER as they become available.

Order from Superintendent of Documents, Government Printing Office, Washington, D.C., 20402.

CFR Unit (as of Jan. 1, 1965):	Price
5 (Supp.)	\$0.50
7 Parts:	
1-50 (Supp.)	1.00
51-52 (Supp.)	1.00
53-209 (Supp.)	1.00
210-399 (Supp.)	.65
22 (Rev.)	1.00
23 (Rev.)	.25
26 Parts:	
1 (§§ 1.01-1.40) (Supp.)	1.00
500-599 (Supp.)	.30
600-end (Supp.)	.40
32 Parts:	
40-399 (Supp.)	.60
590-699 (Supp.)	.70
36 (Supp.)	.50
39 (Supp.)	1.25
46 Parts 146-149 (Rev.)	2.75

Title 15—COMMERCE AND FOREIGN TRADE

Chapter II—National Bureau of Standards, Department of Commerce

SUBCHAPTER A—TEST FEE SCHEDULES

PART 206—MECHANICS

Pursuant to authority contained in 15 U.S.C. 275a the following revision, effective upon publication in the FEDERAL REGISTER, supersedes in its entirety Part 206 of Subchapter A, Chapter II, Title 15 of the Code of Federal Regulations previously issued.

Sec.	SOUND
206.011	Acoustic measurements.
	ENGINEERING MECHANICS
206.041	Hardness tests.
206.042	Calibration of load cells with remote-reading electrical indicators.
206.043	Special mechanical tests of devices, materials, and structures.

Sec.	206.044	Calibration of proving rings.
	206.045	Calibration of elastic force measuring devices.
		MECHANICAL MEASUREMENTS
		PRESSURE MEASUREMENTS
206.211		Pressure measurements.
		VACUUM MEASUREMENTS
206.221		Vacuum measurements.
		VIBRATION MEASUREMENTS
206.231		Vibration pickups.
		HUMIDITY MEASUREMENTS
206.241		Humidity instruments.
		FLUID MECHANICS
		FLUID METERS
206.311		Fluid meters, including gas-measuring instruments.
		AERODYNAMICS
206.331		Aerodynamical measurements.

AUTHORITY: The provisions of this Part 206 issued under sec. 9, 31 Stat. 1450 as amended; 15 U.S.C. 277; interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a.

SOUND

§ 206.011 Acoustic measurements.

Item	Description	Fee
206.011a	Pressure calibration of Western Electric Co. Type 640AA condenser microphones or equivalent from 50 to 10,000 Hz at discrete frequencies. Response given in terms of open-circuit voltage per unit sound pressure applied to the microphone.	\$280.00
206.011b	Pressure calibration of Western Electric Co. Type 640AA condenser microphone or equivalent from 50 to 20,000 Hz at discrete frequencies. Response given in terms of open-circuit voltage per unit sound pressure applied to the microphone.	385.00
206.011c	Free-field calibration of microphone satisfying the requirements of the Type-L laboratory microphone specified in American Standards Association Standard Z24.8-1949; 50 to 15,000 Hz at discrete frequencies; plane of diaphragm either perpendicular or parallel to the direction of sound propagation. Response given in terms of open-circuit voltage per unit free-field sound pressure.	385.00
206.011d	Calibration of earphones; applied voltage response as prescribed in the American Standards Association Specification Z24.9-1949, at not more than 20 frequencies between 100 and 10,000 Hz.	440.00
206.011e	Calibration of pure tone audiometers for screening purposes at nine fixed frequencies.	1,125.00
206.011f	Artificial ear at audiometric frequencies.	580.00
206.011g	Sound absorption coefficient, obtained by reverberation room method, using 72 ft ² of material at frequencies of 125, 250, 500, 1,000, 2,000, and 4,000 Hz.	435.00
	In case of tests on acoustical plasters or paintability tests, any construction work or painting done by the Bureau is charged to the sponsor in addition to the fee given above.	
206.011h	Sound absorption coefficient by impedance tube method at 500 Hz in the laboratory on acoustical tiles.	115.00

Item	Description	Fee
206.011i	Sound transmission loss, wall panel, 71 in. x 88 in. at frequencies of 125, 175, 250, 350, 500, 700, 1,000, 1,500, 2,000, 3,000, and 4,000 Hz. The construction of the wall panel is the responsibility of the sponsor of the test.	\$435.00
206.011j	Sound transmission loss, floor panel, 71 in. x 88 in. at frequencies of 125, 175, 250, 350, 500, 700, 1,000, 1,500, 2,000, 3,000, and 4,000 Hz plus impact sound transmission. The construction of the floor panel is the responsibility of the sponsor of the test.	590.00
206.011z	For special tests not covered by the above schedule, fees will be charged dependent on the nature of the test.	

ENGINEERING MECHANICS

§ 206.041 Hardness tests.

Item	Description	Fee
206.041a	Determination of Brinell number of a block to be used for calibration purposes, three separate indentations on each specimen.	\$53.00

§ 206.042 Calibration of load cells with remote-reading electrical indicators.

(a) These fees apply to calibration of load cells with remote-reading electrical indicators.

(b) Individual load cells or load cell systems must be accompanied by read-out or indicating equipment and all associated cables and fixtures.

(c) Up to 10 different loads are applied consecutively without return to zero.

(d) For each load in excess of 10, an additional fee equal to one-tenth of the applicable fee is charged.

(e) When devices submitted are found to be unsuitable for test or unreliable, the test may be discontinued and a charge will be made to cover the cost of the work done.

Item	Description	Fee
206.042a	Capacity not exceeding 10,000 lb: Compression	\$95.00
206.042b	Tension	105.00
206.042c	Tension and compression	165.00
	Capacity exceeding 10,000 lb but not exceeding 111,000 lb:	
206.042d	Compression	115.00
206.042e	Tension	155.00
206.042f	Tension and compression	215.00
	Capacity exceeding 111,000 lb but not exceeding 200,000 lb:	
206.042g	Compression	340.00
	Capacity exceeding 200,000 lb but not exceeding 300,000 lb:	
206.042h	Compression	390.00
206.042z	For special tests not covered by the above schedule, fees will be charged dependent upon the nature of the test.	

§ 206.043 Special mechanical tests of devices, materials, and structures.

(a) These fees apply to all mechanical tests of devices, materials, and structures performed in the Mechanics Division not covered by other fee schedules.

RULES AND REGULATIONS

(b) The charge for special mechanical tests is made on the basis of the hours of service furnished by members of the staff.

(c) Where tests require travel outside the limits of 30 miles from the Bureau, transportation and subsistence charges will be added to the service charge.

(d) The time shall be computed as the number of official working hours from the time the members of the staff leave the Bureau until they return to it plus any overtime spent on the tests.

Item	Description	Fee
206.043a	Service of a member of the staff of grade GS-9, or any higher grade, per hour-----	\$13.00
206.043b	Service of a member of the staff of grades below GS-9, per hour-----	8.00

§ 206.044 Calibration of proving rings.

(a) These fees apply to calibration of proving rings suitable for use as laboratory or transfer standards.

(b) These fees apply to calibration in accordance with sections I, II, III, and IV of the Appendix of NBS Circular 454.¹

(c) Up to 10 independent loads for compression or tension are applied.

(d) Fees for complete calibrations apply to rings submitted for initial calibration.

(e) For each load in excess of 10, an additional fee equal to one-tenth of the applicable fee for complete calibration or recalibration is charged.

(f) When devices submitted are found to be unsuitable for test or unreliable, a test may be discontinued and a charge will be made to cover the cost of the work done.

Item	Description	Fee
206.044a	Complete calibration of proving rings, capacity not exceeding 10,000 lb:	
206.044b	Compression-----	\$185.00
	Tension and compression-----	295.00
	Recalibration of proving rings, capacity not exceeding 10,000 lb:	
206.044c	Compression-----	130.00
206.044d	Tension and compression-----	220.00
	Complete calibration of proving rings, capacity exceeding 10,000 lb but not exceeding 111,000 lb:	
206.044e	Compression-----	230.00
206.044f	Tension and compression-----	365.00
	Recalibration of proving rings, capacity exceeding 10,000 lb but not exceeding 111,000 lb:	
206.044g	Compression-----	165.00
206.044h	Tension and compression-----	300.00
	Complete calibration of proving rings, capacity exceeding 111,000 lb but not exceeding 200,000 lb:	
206.044i	Compression-----	510.00
	Recalibration of proving rings, capacity exceeding 111,000 lb but not exceeding 200,000 lb:	
206.044j	Compression-----	365.00
	Complete calibration of proving rings, capacity exceeding 200,000 lb but not exceeding 300,000 lb:	
206.044k	Compression-----	610.00
	Recalibration of proving rings, capacity exceeding 200,000 lb but not exceeding 300,000 lb:	
206.044l	Compression-----	450.00
206.044z	For special tests not covered by the above schedule, fees will be charged dependent upon the nature of the test.	

¹NBS Circular 454, Proving rings for calibrating testing machines. In NBS Handbook

§206.045 Calibration of elastic force measuring devices.

(a) These fees apply to calibration of elastic force measuring devices of a type suitable for use as laboratory or transfer standards.

(b) Before a device is accepted for calibration under this schedule it will be inspected for damage, wear, and operability. Loading surfaces, tension adaptors, and pulling rods must be complete and suitable for use with Bureau equipment. The device must be uniquely and permanently marked with the manufacturers' serial numbers and rated capacities.

(c) A temperature coefficient must be supplied by the submitter of the device.

(d) Devices will be overloaded repeatedly to approximately 10 percent in excess of the manufacturers' rated capacity.

(e) Up to 10 different independent loads for compression or tension will be applied.

(f) For each load in excess of 10, an additional fee equal to one-tenth of the applicable fee is charged.

(g) When devices submitted are found to be unsuitable for test or unreliable, a test may be discontinued and a charge will be made to cover the cost of the work done.

Item	Description	Fee
206.045a	Capacity not exceeding 10,000 lb:	
206.045b	Compression-----	\$130.00
206.045c	Tension-----	150.00
	Tension and compression-----	230.00
	Capacity exceeding 10,000 lb but not exceeding 111,000 lb:	
206.045d	Compression-----	165.00
206.045e	Tension-----	230.00
206.045f	Tension and compression-----	305.00
	Capacity exceeding 111,000 lb but not exceeding 200,000 lb:	
206.045g	Compression-----	365.00
	Capacity exceeding 200,000 lb but not exceeding 300,000 lb:	
206.045h	Compression-----	450.00
206.045z	For special tests not covered by the above schedule, fees will be charged dependent upon the nature of the test.	

MECHANICAL MEASUREMENTS

PRESSURE MEASUREMENTS

§ 206.211 Pressure measurements.

Item	Description	Fee
206.211a	Deadweight piston gages other than controlled clearance gages (also called deadweight gage testers and pressure balances). Determination of effective area of the piston by comparison with a pressure standard, up to five test points at room temperature, 20 to 25 °C. Pressure fluid may be air, up to 600 psi, petroleum oil up to 60,000 psi, or synthetic lubricant (dioctyl sebacate) up to 120,000 psi. Determination of effective area requires previous weighing of piston assembly and the use of calibrated weights. If the Bureau has weights to fit, the gage may be calibrated using NBS weights. Fee usually does not exceed \$1,000.00. Work to be charged at cost.	

77, Precision Measurement and Calibration, Vol. II, Heat and Mechanics, p. 573 (see pp. 101 and 103 for price information and order form).

Item	Description	Fee
206.211b	Controlled clearance piston gages. Determination of effective area, jacket pressure for zero clearance and variation of effective area with jacket pressure. Test is made on an assembly of piston, cylinder and jacket, not to be disassembled later. Determination of effective area requires previous weighing of piston assembly and the use of calibrated weights. If the Bureau has weights to fit, the gage may be calibrated using NBS weights. Inquiry should be made as to the parts to be submitted. Fee usually does not exceed \$1,000.00. Work to be charged at cost.	
206.211c	Barometers, Fortin or similar types, range 28 to 31 in. Hg, tube bore 0.5 in. or greater, calibration at room temperature (20 to 25 °C) and atmospheric pressure. Fee usually does not exceed \$1,000.00. Work to be charged at cost.	
206.211d	Manometers, manually operated, with tube bore 0.5 in. or greater, in which both mercury surfaces are observed. Range to 100 in. Hg, calibration test at room temperature (20 to 25 °C) up to ten test points. Fee usually does not exceed \$1,000.00. Work to be charged at cost.	
206.211e	Manometers, with tube bore 0.5 in. or greater, in which both mercury surfaces are observed, and of design which permits calibration in terms of length, temperature, etc. Calibration of scale and thermometer, performance verified by comparison with pressure standard. Fee usually does not exceed \$1,000.00. Work to be charged at cost.	
206.211z	For special tests not covered by the above schedule. For example, calibration of pressure gages of high precision and stability. Work to be charged at cost.	

VACUUM MEASUREMENTS

§ 206.221 Vacuum measurements.

Item	Description	Fee
206.221a	Vacuum gages, in range 1 to 1000 millitorr, of high stability such as diaphragm and quartz Bourdon tube types.* Test at room temperatures (20 to 25 °C). Fees will be charged on basis of cost.	
206.221z	For special tests not covered by the above schedule, fees will be charged dependent upon the nature of the tests.	

*McLeod gages are not accepted by NBS for calibration, because use of a McLeod gage as a reference instrument depends upon dimensional and volumetric measurements of the instrument made prior to assembly, and upon use of appropriate time-varying corrections, particularly capillary depression fluctuations, determined periodically during use. A calibration by comparison is thus considered to be of little value in use of this type of instrument as a reference standard.

VIBRATION MEASUREMENTS

§ 206.231 Vibration pickups.

(a) This applies to the calibration of displacement, velocity, and acceleration types of vibration pickups. A report of calibration is issued.

(b) Each piezoelectric acceleration pickup which is used with a cathode-follower or amplifier shall be accompanied by the cathode-follower or amplifier, the power supply if other than batteries, and the output and connecting cables.

(c) Each piezoelectric acceleration pickup whose output is read directly with a high-impedance meter can be but need not be accompanied by the meter, but shall be accompanied by the output cable and a suitable shielded connector.

(d) When instruments submitted are found to be unsuitable for test or unreliable, a charge will be made to cover the cost of the work done.

Item	Description	Fee
206.231a	Static calibration on a tilting support in the earth's gravitational field for accelerations up to 1 g, the acceleration of gravity, with an error not greater than 0.001 g. Calibration for 10 different applied accelerations.	\$115.00
206.231b	Static calibration on a centrifuge at four different applied accelerations up to 80 g for not more than two orientations with an estimated error not greater than 0.2 percent of the applied acceleration (eight calibration points). Acceleration will be determined at radii measured to designated reference points on the pickup case.	160.00
206.231c	For additional tests or measurements required to determine location of seismic mass, fees will be charged to cover the cost of work done.	
206.231d	Dynamic calibration of velocity pickups weighing up to 2 lb in the frequency range from 10 to 2,000 Hz at double displacement amplitudes up to 0.4 in. or accelerations up to 10 g, whichever is less. The pickup is subjected to sinusoidal motion on an electrodynamic vibration standard previously calibrated by the reciprocity method. The estimated errors of the applied accelerations do not exceed 1 percent for frequencies up to 900 Hz and 2 percent above 900 Hz. The magnitude and phase angle of the calibration factor are determined at up to 10 frequencies. The magnitude of the calibration factor is determined for up to three accelerations at each frequency (up to 30 calibration points).	360.00
206.231d	For each test frequency in excess of 10, an additional charge equal to one-tenth of the fee is made.	
206.231d	Dynamic calibration of acceleration and displacement pickups weighing up to 2 lb in the frequency range of 10 to 2,000 Hz at double displacement amplitudes up to 0.4 in. or accelerations up to 10 g, whichever is less. The pickup is subjected to sinusoidal motion on an electrodynamic vibration standard previously calibrated by the reciprocity method. The estimated errors of the applied accelerations do not exceed 1 percent for frequencies up to 900 Hz and 2 percent above 900 Hz. The magnitude and phase angle of the calibration factor are determined at up to 10 frequencies. The magnitude of the calibration factor is determined for up to three accelerations at each frequency (up to 30 calibration points).	455.00
206.231e	For each test frequency in excess of 10, an additional charge equal to one-tenth of the fee is made.	
206.231e	Dynamic calibration of piezoelectric acceleration pickups weighing up to 4 oz in the frequency range of 10 to 2,000 Hz at double displacement amplitudes up to 0.4 in. or accelerations up to 10 g, whichever is less or if requested, up to 20 g at two unspecified frequencies. The pickup is subjected to sinusoidal motion on an electrodynamic vibration standard previously calibrated by the reciprocity method. The estimated errors of the applied accelerations do not exceed 1 percent for frequencies up to 900 Hz and 2 percent above 900 Hz. The magnitude of the calibration factor is determined for up to three accelerations at up to 10 frequencies within a specified range (up to 30 calibration points).	335.00
206.231e	For each test frequency in excess of 10, an additional charge equal to one-tenth of the fee is made.	

Item	Description	Fee
206.231z	For special tests not covered by the above schedule, such as dynamic calibrations of pickups weighing more than 2 lb, calibrations of small lightweight piezoelectric ceramic pickups over an extended frequency range up to 20,000 Hz, or calibrations at higher accelerations, fees will be charged dependent on the nature of the test.	

HUMIDITY MEASUREMENTS

§ 206.241 Humidity instruments.

(a) Instruments of high accuracy and stability suitable for use as laboratory or plant standards are accepted for calibration.

(b) Instruments ordinarily are calibrated with air of known moisture content.

(c) Calibrations can be furnished in terms of dewpoint temperature, mixing ratio, volume ratio, and relative humidity.

(d) Acceptance for test is based on consultation or correspondence regarding the exact nature of the user's requirements. Requests for calibration should be accompanied with technical information on the type of instrument, manufacturer, operating range(s) and number of test points required. Instruments should not be forwarded to the National Bureau of Standards until all arrangements for test have been completed.

(e) When instruments submitted are found to be unsuitable for test or unreliable, a test may be discontinued and a charge will be made to cover the cost of the work done.

Item	Description	Fee
206.241a	Dewpoint hygrometers, automatic operation: Calibration at six test points in the dewpoint temperature range of +25° to -15° C.	\$600.00
206.241b	Calibration at nine test points in the dewpoint temperature range of -15° to -70° C.	1,250.00
206.241c	Dewpoint hygrometers, manual operation: Calibration at six test points in the dewpoint temperature range of +25° to -15° C.	660.00
206.241d	Calibration at nine test points in the dewpoint temperature range of -15° to -70° C.	1,425.00
206.241e	Coulometric hygrometers: Calibration at six test points in the range 30,000 to 1,000 ppm (by volume).	450.00
206.241f	Calibration at nine test points in the range 1,000 to 40 ppm (by volume).	890.00
206.241g	Calibration at six test points in the range 30 to 2 ppm (by volume).	330.00
206.241h	Pneumatic bridge hygrometers: Calibration at five test points in mixing ratio range 14 to 0.4g the H ₂ O/kg dry air.	1,150.00
206.241i	Electric hygrometers: Calibration at test points from 24 to 98% relative humidity in the ambient temperature range from 30° to 15° C, for a set of, approximately 12 test points per temperature. The number of test points will depend on the response time of the humidity sensor.	315.00

Item	Description	Fee
206.241j	Electric hygrometers—Continued Calibration at test points from 10 to 24% relative humidity in the ambient temperature range from 30° to 15° C, for a set of approximately 5 test points per temperature. The number of test points will depend on the response time of the humidity sensor.	\$150.00
206.241k	Calibration at test points from 24 to 98% relative humidity in the ambient temperature range from 15° to 0° C, for a set of approximately 9 test points per temperature. The number of test points will depend on the response time of the humidity sensor.	340.00
206.241l	Calibration at test points from 10 to 24% relative humidity in the ambient temperature range from 15° to 0° C, for a set of approximately 5 test points per temperature. The number of test points will depend on the response time of the humidity sensor.	180.00
206.241z	For special tests not covered by the above schedule, fees will be charged on a cost basis.	

FLUID MECHANICS

FLUID METERS

§ 206.311 Fluid meters, including gas-measuring instruments.

Item	Description	Fee
206.311a	Dry gas meters, rated capacity 600 ft ³ hr or less—testing with prover in laboratory at two rates of flow and reporting.	\$72.00
206.311b	Displacement type meters for liquids which can be calibrated with water at rates of flow not exceeding 300 gpm—testing at one to five rates of flow and reporting.	220.00
206.311c	Rate of flow meters, self-contained and direct reading; for gases, capacities not over 25 cm ³ ; for liquids, capacities not over 300 gpm—calibration at not more than five rates of flow and reporting.	335.00
206.311d	Orifices, flow nozzles, laminar flow meters, and similar differential head meters for use in pipes up to and including 2-in. pipe; calibration with water or air at a number of flow rates sufficient to develop a performance curve.	520.00
206.311e	Additional fee for meter in pipes larger than those included in item 206.311d—for each 1-in. increment of size over 2 in.	34.00
206.311f	Meters listed in item 206.311d, when two or more are used interchangeably in the same mounting—for each meter or orifice plate after the first.	160.00
206.311g	Water current meters—rating of Price, Pigmy, and Hoff types at not over eight velocities, and reporting results in equation form only, or in graph form only.	45.00
206.311h	Water current meters—rating of Hoff type at 10 or 11 velocities and reporting results in both graphical and equation forms, for each propeller.	58.00
206.311i	Water current meters—Ekman type, for each propeller submitted therewith; rating at not over eight velocities and reporting results in both graphical and equation form.	125.00
206.311j	Water current meters—all types, for each velocity in excess of the number covered by items 206.311g to 206.311i above.	6.00
206.311k	Furnishing results of water current meter calibration in graphical form, or in equation form when requested subsequent to completion of test.	12.00
206.311z	For special tests not covered by the above schedule, fees will be charged dependent upon the nature of the test.	

RULES AND REGULATIONS

AERODYNAMICS

§ 206.331 Aerodynamical measurements.

Item	Description	Fee
206.331a	Wind-speed indicators—calibration of cup, vane, and thermal type anemometers, pitot tubes, and venturi tubes at wind speeds with the range 2 to 90 mph or (optional) 10 to 170 mph.	\$105.00
206.331z	For special tests not covered by the above schedule, fees will be charged dependent upon the nature of the test.	

A. V. ASTIN,
Director.

[F.R. Doc. 65-3192; Filed, Mar. 31, 1965;
8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 6546; Amdt. 39-51]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Models 707 and 720 Series Aircraft

Amendment 686, 29 F.R. 2557, AD 64-4-1, requires installation of cabin sidewall air baffle modifications and metal grills on Boeing Models 707 and 720 Series aircraft. Investigation based upon a request for an extension of the compliance time for accomplishing the modification in the areas behind galleys or other equipment located flush against the cabin sidewall has shown that an increase from 5,000 to 6,000 hours' time in service can be granted without adversely affecting safety. Therefore, Amendment 686 is superseded by a new directive which, in addition to incorporating the requirements of Amendment 686, provides a 1,000 hour increase in the compliance time for the modification in these areas.

Since this amendment relieves a restriction and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 (14 CFR Part 39), is hereby amended by adding the following new airworthiness directive:

BOEING. Applies to Models 707 and 720 Series aircraft.

Compliance required as indicated.

To reduce the possibility of further fires in the cabin lower sidewall panels in the return air system, accomplish the following:

(a) Within 5,000 hours' time in service after March 20, 1964, install lower sidewall modifications, including flame-resistant in-

sulation, fire-stop air baffles, and metal grills, in areas other than behind galleys and other equipment located flush against the cabin sidewall, in accordance with Boeing Service Bulletins Nos. 1807(R-1), 1807(R-1)A, 1861, and 1868, as applicable, or an FAA-approved equivalent.

(b) Within 6,000 hours' time in service after March 20, 1964, install lower sidewall modifications, including flame-resistant insulation, fire-stop air baffles, and metal grills, behind galleys and other equipment located flush against the cabin sidewall in accordance with Boeing Service Bulletins Nos. 1807(R-1), 1807(R-1)A, 1861, and 1868, as applicable, or an FAA-approved equivalent.

This supersedes Amendment 686, 29 F.R. 2557, AD 64-4-1.

This amendment shall become effective April 1, 1965.

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

Issued in Washington, D.C., on March 25, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65-3312; Filed, Mar. 31, 1965;
8:45 a.m.]

Title 7—AGRICULTURE

Subtitle A—Office of the Secretary of Agriculture

PART 11—SALES OF AGRICULTURAL COMMODITIES FOR FOREIGN CURRENCIES

Subpart A—Regulations Governing the Financing of Commercial Sales of Surplus Agricultural Commodities for Foreign Currencies

METHODS OF FINANCING AND LETTERS OF COMMITMENT TO BANKING INSTITUTIONS

The regulations governing the Financing of Commercial Sales of Surplus Agricultural Commodities for Foreign Currencies are amended as follows:

1. Section 11.7(b)(3) is amended to read as follows:

§ 11.7 Methods of financing.

* * * * *

(b) *Reimbursement to importing countries.*

* * * * *

(3) All requests for reimbursement, supported by the required documentation, shall be submitted to CCC not later than 210 days after expiration of the delivery period specified in the applicable purchase authorization or any extension of such 210-day period granted by the Administrator.

2. Section 11.8(d)(8) is amended to read as follows:

§ 11.8 Letters of commitment to banking institutions.

(d) * * *

(8) Drafts drawn by banking institutions on CCC shall be presented not later than 210 days after expiration of the delivery period specified in the applicable purchase authorization or any extension of such 210-day period granted by the Administrator.

Done at Washington, D.C., this 26th day of March 1965. Witness my hand and the seal of the Department of Agriculture.

ORVILLE L. FREEMAN,
Secretary of Agriculture.

[F.R. Doc. 65-3342; Filed, Mar. 31, 1965;
8:48 a.m.]

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

APPENDIX—COUNTY DESIGNATED FOR COTTON CROP INSURANCE

Pursuant to authority contained in § 401.1 of the above-identified regulations, as amended, the following county is hereby added to the lists of counties published July 29, 1964 (29 F.R. 10088) and November 26, 1964 (29 F.R. 15857), which were designated for cotton crop insurance for the 1965 crop year.

ARKANSAS

Arkansas.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

[SEAL] JOHN N. LUFT,
Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 65-3354; Filed, Mar. 31, 1965;
8:49 a.m.]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

APPENDIX—COUNTY DESIGNATED FOR RICE CROP INSURANCE

Pursuant to authority contained in § 401.1 of the above-identified regulations, as amended, the following county is hereby added to the lists of counties published July 29, 1964 (29 F.R. 10491) and November 26, 1964 (29 F.R. 15858), which were designated for rice crop insurance for the 1965 crop year.

ARKANSAS

Woodruff.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

[SEAL] JOHN N. LUFT,
Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 65-3355; Filed, Mar. 31, 1965;
8:49 a.m.]

Chapter X—Consumer and Marketing Service (Marketing Agreements and Orders; Milk), Department of Agriculture

[Milk Order No. 30]

PART 1030—MILK IN THE CHICAGO, ILLINOIS, MARKETING AREA

Order Amending Order

DEFINITIONS

- Sec. 1030.0 Findings and determinations.
- 1030.1 Act.
- 1030.2 Secretary.
- 1030.3 Department.
- 1030.4 Person.
- 1030.5 Cooperative association.
- 1030.6 Chicago, Illinois, marketing area.
- 1030.7 Fluid milk product.
- 1030.8 Route.
- 1030.9 Distributing plant.
- 1030.10 Supply plant.
- 1030.11 Reload point.
- 1030.12 Pool plant.
- 1030.13 Nonpool plant.
- 1030.14 Handler.
- 1030.15 Producer-handler.
- 1030.16 Producer.
- 1030.17 Producer milk.
- 1030.18 Other source milk.
- 1030.19 Butter price.

MARKET ADMINISTRATOR

- 1030.20 Designation.
 - 1030.21 Powers.
 - 1030.22 Duties.
- REPORTS, RECORDS AND FACILITIES**
- 1030.30 Reports of receipts and utilization.
 - 1030.31 Other reports.
 - 1030.32 Records and facilities.
 - 1030.33 Retention of records.

CLASSIFICATION

- 1030.40 Skim milk and buttermilk to be classified.
- 1030.41 Classes of utilization.
- 1030.42 Shrinkage.
- 1030.43 Transfers.
- 1030.44 Computation of skim milk and buttermilk in each class.
- 1030.45 Allocation of skim milk and buttermilk classified.

MINIMUM PRICES

- 1030.50 Basic formula price.
- 1030.51 Class prices.
- 1030.52 Buttermilk differentials to handlers.
- 1030.53 Location adjustments to handlers.
- 1030.54 Equivalent prices.
- 1030.55 Skim milk and buttermilk prices.

APPLICATION OF PRICES

- 1030.60 Computation of the net pool obligation (or credit) of each handler.

area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and whole-some milk, and be in the public interest;

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(4) All milk and milk products handled by handlers, as defined in the order as hereby amended, are in the current of interstate commerce or directly burden, obstruct, or affect interstate commerce in milk or its products; and

(5) It is hereby found that the necessary expense of the market administrator for the maintenance and functioning of such agency will require the payment by each handler, as his pro rata share of such expense, 2 cents per hundredweight or such amount not to exceed 2 cents per hundredweight as the Secretary may prescribe, with respect to (i) producer milk (including such handler's own farm production), (ii) other source milk allocated to Class I pursuant to § 1030.45 (a) (4) and (8) and the corresponding steps of § 1030.45(b), and (iii) Class I milk disposed of in the marketing area from a partially regulated distributing plant that exceeds the hundredweight of Class I milk received during the month at such plant from pool plants and other order plants.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than April 1, 1965. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator, Regulatory Programs was issued May 26, 1964, and the decision of the Assistant Secretary containing all amendment provisions of this order was issued November 30, 1964. Unless the order is made effective immediately, uncertainty as to regulation will cause confusion among handlers and producers to the detriment of their interests and of the public interest, contrary to the purposes of the Act. In view of the foregoing, it is found and determined that good cause exists for making this order amending the order effective April 1, 1965, and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days, after its publication in the Federal Register. (Sec. 4(c), Administrative Procedure Act, 5 U.S.C. 1001-1011)

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act.

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as hereby amended; and

(3) A referendum was conducted among producers who during the determined representative period (August 1964) were engaged in the production of milk for sale in the said marketing area to determine whether they approved or favored issuance of this order amending the order. Less than two-thirds of the producers participating in the referendum favored issuance of this amending order.

Subsequent to the referendum, sufficient producers have expressed approval of issuance of the amending order to warrant the determination that the issuance of this order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative period (August 1964) were engaged in the produc-

pool plant status pursuant to this paragraph, but such relief shall not be granted for more than 2 consecutive months.

(2) A plant which was a pool plant in each of the immediately preceding months of July through December shall be a pool plant for the months of January through June, unless the milk received at the plant does not continue to meet the Grade A milk requirements for use in fluid milk products distributed in the marketing area or written application is filed by the plant operator with the market administrator on or before the first day of any such month requesting the plant be designated a nonpool plant for such month and each subsequent month through June during which it would not otherwise qualify as a pool plant.

(3) Two or more plants shall be considered a unit for the purpose of this paragraph if the following conditions are met:

(i) The plants included in a unit are owned and operated by a handler or are under his control with respect to the marketing of fluid milk products pursuant to a written contractual agreement submitted to the market administrator;

(ii) The handler establishing a unit notifies the market administrator in writing of the plants to be included therein prior to July 1 of each year and no additional plants shall be added to the unit prior to July 1 of the following year; and

(iii) The notification pursuant to subdivision (ii) of this subparagraph shall list the plants in the order in which they shall be excluded from the unit if the minimum shipping requirements are not met, such exclusion to be in sequence beginning with the first plant on the list and continuing until the remaining plants as a unit have met the minimum requirements.

§ 1030.13 Nonpool plant.

"Nonpool plant" means a plant (except a pool plant) which receives milk from dairy farmers or is a milk manufacturing, processing or bottling plant. The following categories of nonpool plants are further defined as follows:

(a) "Other order plant" means a plant that is fully subject to the pricing and pooling provisions of another order

duces-handler" specified in paragraph (a) or (b) of this section: *Provided*, That if a portion of a plant is physically separated from the Grade A portion of such plant and is not approved by any health authority for the receiving, processing, or packaging of any fluid milk product for Grade A disposition, it shall not be considered a part of a pool plant pursuant to this section.

(a) A distributing plant from which:

- (1) Not less than 30 percent of the total Grade A fluid milk products received during the month is either distributed on routes or moved in the form of packaged fluid milk products to distributing plants that are pool plants; and
- (2) Not less than 10 percent of such receipts during the month is either distributed in the marketing area on routes or moved in the form of packaged fluid milk products to distributing plants that are pool plants and distributed in the marketing area on routes from such plants.

(b) A supply plant or reload point from which shipments in the form of fluid milk products during the month are physically received in pool plants pursuant to paragraph (a) of this section and are either at least 20 percent of the pounds of butterfat in or at least 20 percent of the volume of Grade A milk received from dairy farmers at such plant or reload point during the month of milk and which shipments, in the form of milk and skim milk, include at least 10 percent of the volume of Grade A milk received from dairy farmers at such plant or reload point during the month: *Provided*, That:

(1) If, during July through December a handler notifies the market administrator in writing that a plant is unable to meet the requirements set forth herein because of a work stoppage due to a labor dispute between employer and employees, the market administrator, upon verification of the handler's claim, shall not include the receipts and utilization of milk at such plant for those days from the date of notification through the last day of the work stoppage in determining the percentage of milk or butterfat shipped pursuant to this paragraph. When the work stoppage includes an entire month, the plant shall be considered to have met the minimum percentage shipping requirements in that month for

means the territory within the townships of Warren, Waukegan, Libertyville, Shields, Vernon, West Deerfield, Deerfield, and the city of Barrington, in Lake County; Cook and Du Page Counties; the townships of Dundee, Elgin, St. Charles, Geneva, Batavia, and Aurora in Kane County; the townships of Wheatland, Du Page, Plainfield, Lockport, Homer, Troy, Joliet, New Lenox and Frankfort in Will County, all in the State of Illinois.

§ 1030.7 Fluid milk product.

"Fluid milk product" means milk, skim milk, buttermilk, flavored milk, flavored milk drinks, yogurt, sour cream, and sour cream products labeled Grade A, cream or any mixture in fluid form of cream and milk or skim milk: *Provided*, That eggnog, ice cream mix, frozen dessert mix, aerated cream products, evaporated and condensed milk or skim milk and sterilized products in hermetically sealed containers shall not be fluid milk products pursuant to this section.

§ 1030.8 Route.

"Route" means a delivery either direct or through any distribution facility other than a plant (including disposition from a plant store, vendor or vending machine) of a fluid milk product classified as Class I pursuant to § 1030.41(a) (1).

§ 1030.9 Distributing plant.

"Distributing plant" means a plant from which a Grade A fluid milk product that is processed or packaged in such plant is disposed of during the month in the marketing area on routes.

§ 1030.10 Supply plant.

"Supply plant" means a plant from which a Grade A fluid milk product is shipped during the month to a pool plant.

§ 1030.11 Reload point.

"Reload point" means any location at which milk moved from the farm in a tank truck is commingled with other milk before entering a plant, except that reloading operations on the premises of a plant shall be considered a part of the plant operation.

§ 1030.12 Pool plant.

"Pool plant" means a plant (except an other order plant or the plant of a pro-

tion of milk for sale in the said marketing area and such determination is hereby made.

In view of the above determination, the order terminating the Chicago milk order (Part 1030) issued March 3, 1965, is hereby withdrawn and revoked effective midnight, March 31, 1965.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof the handling of milk in the Chicago, Illinois, marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended, and as hereby further amended, as follows:

DEFINITIONS

§ 1030.1 Act.

"Act" means Public Act No. 10, 79d Congress, as amended, and as reenacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.).

§ 1030.2 Secretary.

"Secretary" means the Secretary of Agriculture or any officer or employee of the United States authorized to exercise the powers and perform the duties of the Secretary of Agriculture.

§ 1030.3 Department.

"Department" means the U.S. Department of Agriculture.

§ 1030.4 Person.

"Person" means any individual, partnership, corporation, association or other business unit.

§ 1030.5 Cooperative association.

"Cooperative association" means any cooperative marketing association of producers which the Secretary determines after application by the association.

(a) To be qualified under the provisions of the Act of Congress of February 18, 1922, as amended, known as the "Capper-Volstead Act"; and

(b) To have full authority in the sale of milk of its members and is engaged in making collective sales of or marketing milk or milk products for its members.

§ 1030.6 Chicago, Illinois, marketing area.

"Chicago, Illinois, marketing area", hereinafter called the "marketing area,"

issued pursuant to the Act, unless such plant is qualified as a pool plant pursuant to § 1030.12 and a greater volume of fluid milk products is disposed of from such plant in this marketing area on routes and to pool plants qualified on the basis of route distribution in this marketing area than in the marketing area regulated pursuant to such other order.

(b) "Producer-handler plant" means a plant operated by a producer-handler as defined in any order (including this part) issued pursuant to the Act.

(c) "Partially regulated distributing plant" means a nonpool plant that is neither an other order plant nor a producer-handler plant and from which fluid milk products labeled Grade A in consumer-type packages or dispenser units are distributed in the marketing area on routes during the month.

(d) "Unregulated supply plant" means a nonpool plant that is a supply plant and is neither an other order plant nor a producer-handler plant.

§ 1030.14 Handler.

"Handler" means:

(a) Any person in his capacity as the operator of one or more pool plants;

(b) Any person in his capacity as the operator of a partially regulated distributing plant;

(c) Any person in his capacity as a broker buying from or selling fluid milk products to a person described in paragraph (a) or (b) of this section;

(d) Any cooperative association with respect to producer milk which it causes to be diverted from a pool plant to a nonpool plant for the account of such cooperative association;

(e) Any cooperative association with respect to milk of its producers which is delivered from the farm to the pool plant of another handler in a tank truck owned and operated by or under contract to such cooperative association. *Provided*, That such cooperative association shall not be a handler pursuant to this paragraph unless the market administrator and the handler who is the operator of the pool plant where such milk is to be received are notified in writing that it elects to be the handler for such milk; *And provided further*, That such milk for which a cooperative association is the handler pursuant to this paragraph shall be deemed to have

been received at the location of the pool plant to which such milk is delivered;

(f) Any person in his capacity as the operator of an other order plant that is either a distributing plant or a supply plant; or

(g) A producer-handler.

§ 1030.15 Producer-handler.

"Producer-handler" means any person who operates a dairy farm and a distributing plant and who received no fluid milk products from other dairy farmers or from sources other than pool plants; *Provided*, That such person provides proof satisfactory to the market administrator that the care and management of all the dairy animals and other resources necessary to produce the entire volume of fluid milk products handled (excluding receipts from pool plants) and the operation of the processing and packaging business are the personal enterprise and risk of such person.

§ 1030.16 Producer.

"Producer" means any person, except a producer-handler as defined in any order (including this part) issued pursuant to the Act, who produces milk in compliance with Grade A inspection requirements of a duly constituted health authority, which milk is received at a pool plant or diverted pursuant to § 1030.17 from a pool plant to a nonpool plant.

§ 1030.17 Producer milk.

"Producer milk" means the skim milk and butterfat contained in Grade A milk:

(a) Received at a pool plant directly from a dairy farmer or a handler pursuant to § 1030.14(e); or

(b) Diverted from a pool plant to a nonpool plant other than an other order plant or a producer-handler plant. Such milk shall be deemed to have been received by the diverting handler at the location of the pool plant from which diverted except that:

(1) In any of the months of July through December, the quantity of milk of any producer so diverted that exceeds that delivered to pool plants shall not be deemed to have been received by the diverting handler and shall not be producer milk; and

(2) In any of the months of January through June, if the quantity of milk of any producer so diverted exceeds the quantity delivered to pool plants during the month, the milk of such producer delivered to both pool plants and to nonpool plants shall be deemed to have been received at the location of the nonpool plant to which the greatest portion of diverted milk is delivered.

§ 1030.18 Other source milk.

"Other source milk" means the skim milk and butterfat contained in or represented by:

(a) Fluid milk products from any source except (1) fluid milk products from pool plants, (2) producer milk, or (3) fluid milk products in inventory at the beginning of the month; and

(b) Products other than fluid milk products from any source (including those produced at the plant) which are reprocessed, converted into or combined with another product in the plant during the month.

§ 1030.19 Butter price.

"Butter price" means the simple average as computed by the market administrator of the daily wholesale selling prices (using the midpoint of any price range as one price) per pound of Grade A (92-score) bulk creamery butter at Chicago as reported during the month by the Department.

MARKET ADMINISTRATOR

§ 1030.20 Designation.

The agency for the administration of this part shall be a market administrator, selected by the Secretary, who shall be entitled to such compensation as may be determined by, and shall be subject to removal at the discretion of the Secretary.

§ 1030.21 Powers.

The market administrator shall have the following powers with respect to this part:

- (a) Administer its terms and provisions;
- (b) Receive, investigate, and report complaints of violations to the Secretary;
- (c) Make rules and regulations to effectuate its terms and provisions; and
- (d) Recommend amendments to the Secretary.

§ 1030.22 Duties.

The market administrator shall perform all duties necessary to administer the terms and provisions of this part, including but not limited to the following:

(a) Within 30 days following the date on which he enters upon his duties, or such lesser period as may be prescribed by the Secretary, execute and deliver to the Secretary a bond effective as of the date on which he enters upon his duties and conditioned upon the faithful performance of such duties, in an amount and with surety thereon satisfactory to the Secretary;

(b) Employ and fix the compensation of such persons as may be necessary to enable him to administer its terms and provisions;

(c) Obtain a bond in a reasonable amount, and with reasonable surety thereon, covering each employee who handles funds entrusted to the market administrator;

(d) Pay out of the funds provided by § 1030.76, the cost of his bond and of the bonds of his employees, his own compensation, and all other expenses except those incurred under § 1030.77, necessarily incurred by him in the maintenance and functioning of his office and in the performance of his duties;

(e) Keep such books and records as will clearly reflect the transactions provided for in this part, and upon request by the Secretary, surrender the same to such other person as the Secretary may designate;

(f) Publicly announce at his discretion, unless otherwise directed by the Secretary, by posting in a conspicuous place in his office and by such other means as he deems appropriate, the name of any person who after the date upon which he is required to perform such acts, has not made either reports pursuant to §§ 1030.30 and 1030.31 or payments pursuant to §§ 1030.70, 1030.74, 1030.76, 1030.77 and 1030.78;

(g) Submit his books and records to examination by the Secretary and furnish such information and reports as may be required by the Secretary;

(h) Verify all reports and payments of each handler by audit of such handler's records and of the records of any other handler or person upon whose utilization the classification of skim milk and but-

terfat for such handler depends, or by such investigation as the market administrator deems necessary:

REPORTS, RECORDS AND FACILITIES
§ 1030.30 Reports of receipts and utilization.

(i) Prepare and disseminate for the benefit of producers, consumers and handlers such statistics and information as he deems advisable and as do not reveal confidential information;

(j) Publicly announce on or before:

(1) The 5th day of each month the Class I milk price pursuant to § 1030.51 (a) and the Class I butterfat differential pursuant to § 1030.52(a), both for the current month, and the Class II milk price pursuant to § 1030.51(b) and the Class II butterfat differential pursuant to § 1030.52(b), both for the preceding month; and

(2) The 14th day after the end of each month the uniform price pursuant to § 1030.62 and the butterfat differential pursuant to § 1030.71;

(k) Whenever required for the purpose of allocating receipts from other order plants pursuant to § 1030.45(a) (9) and the corresponding step of § 1030.45 (b), the market administrator shall estimate and publicly announce the utilization to the nearest whole percentage) in each class during the month of skim milk and butterfat, respectively, in producer milk of all handlers. Such estimate shall be based upon the most current available data and shall be final for such purpose;

(l) Report to the market administrator of the other order, as soon as possible after the report of receipts and utilization for the month is received from a handler who has received fluid milk products from an other order plant, the classification to which such receipts are allocated pursuant to § 1030.45 pursuant to such report, and thereafter any change in such allocation required to correct errors disclosed in verification of such report; and

(m) Furnish to each handler operating a pool plant who has shipped fluid milk products to an other order plant, the classification to which such fluid milk products were allocated by the market administrator of the other order on the basis of the report of the receiving handler; and, as necessary, any changes in such classification arising in the verification of such report.

forms prescribed by the market administrator on or before the 25th day after the end of the month his producer payroll for such month which shall show for each producer:

(1) His identity;

(2) The quantity of milk received from such producer and the number of days, if less than the entire month, on which milk was received from such producer;

(3) The average butterfat content of such milk; and

(4) The net amount of such handler's payment, together with the price paid and the amount and nature of any deductions.

§ 1030.32 Records and facilities.

Each handler shall maintain and make available to the market administrator, during the usual hours of business, such accounts and records of his operations, together with such facilities as are necessary for the market administrator to verify or establish the correct data with respect to:

(a) The receipts and utilization of all skim milk and butterfat handled in any form during the month;

(b) The weights and butterfat and other content of all milk and milk products handled during the month;

(c) The pounds of skim milk and butterfat contained in or represented by all milk products in inventory at the beginning and end of each month; and

(d) Payments to dairy farmers and cooperative associations, including the amount and nature of any deductions and the disbursement of money so deducted.

§ 1030.33 Retention of records.

All books and records required under this part to be made available to the market administrator shall be retained by the handler for a period of three years to begin at the end of the month to which such books and records pertain: *Provided*, That if within such 3-year period, the market administrator notifies the handler in writing that the retention of such books and records is necessary in connection with a proceeding under section 8c(15) (A) of the Act or a court action specified in such notice, the handler

shall retain such books and records or specified books and records until further written notification from the market administrator. In either case, the market administrator shall give further written notification to the handler promptly upon the termination of the litigation or when the records are no longer necessary in connection therewith.

CLASSIFICATION

§ 1030.40 Skim milk and butterfat to be classified.

The skim milk and butterfat required to be reported pursuant to § 1030.30 (excluding transfers from a pool plant to an other order plant(s) that are offset by receipt from the other order plant(s) pursuant to § 1030.43(e)) shall be classified each month pursuant to the provisions of §§ 1030.41 through 1030.45: *Provided*, That such skim milk and butterfat shall be Class I milk unless the handler who first receives such skim milk or butterfat proves to the market administrator that such skim milk or butterfat should be classified otherwise.

§ 1030.41 Classes of utilization.

Subject to the conditions of § 1030.43, the classes of utilization shall be as follows:

(a) *Class I milk*. Class I milk shall be all skim milk and butterfat:

(1) Disposed of as a fluid milk product (except as provided in paragraphs (b) (2), (3) and (4) of this section); and

(2) Not accounted for as Class II milk.

(b) *Class II milk*. Class II milk shall be:

(1) Skim milk and butterfat used to produce any product other than a fluid milk product;

(2) Skim milk and butterfat in fluid milk products delivered in bulk form to and used at commercial food establishments in the manufacture of bakery products, candy or processed foods in hermetically sealed containers;

(3) Skim milk and butterfat in fluid milk products disposed of for livestock feed or dumped if the market administrator has been notified in advance and afforded the opportunity to verify such dumping;

(4) Skim milk represented by the non-fat milk solids added to a fluid milk prod-

utilization under such other order available for such assignment pursuant to the allocation provisions of the transfer order:

(4) If information concerning the classification to which allocated under the other order is not available to the market administrator for purposes of establishing classification pursuant to this paragraph, classification shall be as Class I, subject to adjustment when such information is available;

(5) For purposes of this paragraph, if the transferee order provides for more than two classes of utilization, milk allocated to a class consisting primarily of fluid milk products shall be classified as Class I, and milk allocated to other classes shall be classified as Class II; and

(6) If the form in which any fluid milk product transferred to an other order plant is not defined as a fluid milk product under such other order, classification shall be in accordance with the provisions of § 1030.41.

§ 1030.44 Computation of skim milk and butterfat in each class.

For each month, each handler shall compute the pounds of skim milk and butterfat in each class in the following manner:

(a) The pounds of butterfat shall be ascertained by multiplying the pounds of milk or milk product disposed of as Class I milk or used to produce a Class II milk product by its average butterfat content.

(b) The pounds of skim milk shall be ascertained by subtracting the pounds of butterfat computed pursuant to paragraph (a) of this section, from the weight of milk or a milk product disposed of as Class I milk or used to produce a Class II milk product; *Provided*, That if any water contained in the milk from which a product is made is removed before the product is utilized or disposed of by a handler, the pounds of skim milk disposed of in such product shall be considered to be a quantity equivalent to the nonfat milk solids contained in such product plus all the water originally associated with such solids.

(c) A handler may claim, for classification purposes pursuant to §§ 1030.40 through 1030.45 butterfat in skim milk disposed of to others or used in the manufacture of milk products by including the butterfat content of such skim milk in his report for the delivery period filed

butterfat in the fluid milk products so transferred or diverted from pool plants, next pro rata to receipts from other order plants and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply of Grade A milk for such nonpool plant:

(i) Any Class I utilization disposed of on routes in the marketing area of another order issued pursuant to the Act shall be first assigned to receipts from plants fully regulated by such order, next pro rata to receipts from pool plants and other order plants not regulated by such order, and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply for such nonpool plant;

(ii) Plus 1.5 percent of bulk fluid milk products received from pool plants of other handlers;

(iii) Class I utilization in excess of that assigned pursuant to subdivisions (i) and (ii) of this subparagraph shall be assigned first to remaining receipts from dairy farmers who the market administrator determines constitute the regular source of supply for such nonpool plant and Class I utilization in excess of such receipts shall be assigned pro rata to unassigned receipts at such nonpool plant from all pool and other order plants; and

(iv) To the extent that Class I utilization is not so assigned to it, the skim milk and butterfat so transferred shall be classified as Class II milk; and

(e) As follows, if transferred to another order plant(s) (under the same order) of a handler pursuant to § 1030.14 (f), in excess of receipts from such plant(s) in the same category as described in subparagraphs (1), (2) or (3) of this paragraph:

(1) If transferred in packaged form, classification shall be in the classes to which allocated as a fluid milk product under the other order;

(2) If transferred in bulk form, classification shall be in the classes to which allocated as a fluid milk product under the other order (including allocation under the conditions set forth in subparagraph (3) of this paragraph);

(3) If the operators of both the transferor and transferee plants so request in the reports of receipts and utilization filed with their respective market administrators, transfers in bulk form shall be classified as Class II to the extent of the Class II utilization (or comparable

(a) At the utilization indicated by the operators of both plants, otherwise as Class I milk, if transferred from a pool plant to the pool plant of another handler: *Provided*, That the skim milk or butterfat so assigned to either class shall be limited to the amount thereof remaining in such class in the plant(s) of the transferee handler after computations pursuant to § 1030.45(a) (9) and the corresponding step of § 1030.45(b);

(b) As Class I milk, if transferred from a pool plant to a producer-handler;

(c) As Class I milk, if transferred or diverted to a nonpool plant that is neither an other order plant nor a producer-handler plant and is located inside Illinois, Indiana and Wisconsin and the counties of Ottawa, Kent, Allegan, Barry, Calhoun, St. Joseph, Van Buren, Kalamazoo, Cass and Berrien in Michigan and Van Wert, in Ohio;

(d) As Class I milk, if transferred or diverted in bulk to a nonpool plant that is neither an other order plant nor a producer-handler plant and is located inside Illinois, Indiana and Wisconsin and the counties of Ottawa, Kent, Allegan, Barry, Calhoun, St. Joseph, Van Buren, Kalamazoo, Cass and Berrien in Michigan and Van Wert in Ohio, unless the requirements of subparagraphs (1) and (2) of this paragraph are met in which case the skim milk and butterfat so transferred or diverted shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph;

(1) The transferring or diverting handler claims classification in Class II in his report submitted pursuant to § 1030.30;

(2) The operator of such nonpool plant maintains books and records showing the utilization of all skim milk and butterfat received at such plant which are made available if requested by the market administrator for the purpose of verification; and

(3) The skim milk and butterfat so transferred shall be classified on the basis of the following assignment of utilization at such nonpool plant in excess of receipts of packaged fluid milk products from all pool plants and other order plants:

(1) Any Class I utilization disposed of on routes in the marketing area shall be first assigned to the skim milk and

(1) Any Class I utilization disposed of on routes in the marketing area shall be first assigned to the skim milk and

(2) Other source milk exclusive of that specified in § 1030.41(b) (6).

§ 1030.43 Transfers.

Skim milk or butterfat in the form of a fluid milk product shall be classified:

(1) The net quantity of producer milk and other fluid milk products specified in § 1030.41(b) (6); and

(2) Other source milk exclusive of that specified in § 1030.41(b) (6).

§ 1030.42 Shrinkage.

The market administrator shall allocate shrinkage over a handler's receipts as follows:

(a) Compute the total shrinkage of skim milk and butterfat, respectively, for each handler; and

(b) Prorate the resulting amounts between receipts of skim milk and butterfat contained in:

(1) The net quantity of producer milk and other fluid milk products specified in § 1030.41(b) (6); and

(2) Other source milk exclusive of that specified in § 1030.41(b) (6).

(1) Skim milk and butterfat in shrinkage of other source milk allocated pursuant to § 1030.42(b) (2).

(2) The operator of such nonpool plant maintains books and records showing the utilization of all skim milk and butterfat received at such plant which are made available if requested by the market administrator for the purpose of verification; and

(3) The skim milk and butterfat so transferred shall be classified on the basis of the following assignment of utilization at such nonpool plant in excess of receipts of packaged fluid milk products from all pool plants and other order plants:

(1) Any Class I utilization disposed of on routes in the marketing area shall be first assigned to the skim milk and

(2) Other source milk exclusive of that specified in § 1030.41(b) (6).

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(1) Any Class I utilization disposed of on routes in the marketing area shall be first assigned to the skim milk and

- pursuant to § 1030.30(a) or by giving prior notification to the market administrator of his desire to do so. In the event that a handler does not have adequate records of the butterfat content of such skim milk, the market administrator shall use 0.06 percent as the butterfat content per hundredweight of such skim milk: *Provided*, That if the handler desires to discontinue accounting for butterfat in skim milk, or after discontinuing the accounting therefor desires to again account for the same, he may do so by notifying the market administrator in writing at least 30 days prior to the first day of the delivery period during which such change shall become effective.
- § 1030.45 Allocation of skim milk and butterfat classified.**
- After making the computations pursuant to § 1030.44, each handler for each month shall determine the classification of producer milk as follows:
- (a) Skim milk shall be allocated in the following manner:
- (1) Subtract from the total pounds of skim milk in each class, pro rata to such quantities, the pounds of skim milk in farm production;
 - (2) Subtract from the remaining pounds of skim milk in Class II the pounds of skim milk classified as Class II pursuant to § 1030.41(b) (6);
 - (3) Subtract from the remaining pounds of skim milk in each class the pounds of skim milk in receipts of fluid milk products in packaged form from an other order plant(s) (under the same order) of a handler pursuant to § 1030.14(f), in excess of similar transfers to such plant(s), as follows:
 - (i) From Class II milk, the lesser of the pounds remaining or two percent of such receipts; and
 - (ii) From Class I milk, the remainder of such receipts;
 - (4) Subtract in the order specified below from the pounds of skim milk remaining in each class, in series beginning with Class II, the pounds of skim milk in each of the following:
 - (1) Other source milk in a form other than that of a fluid milk product;
 - (ii) Receipts of fluid milk products for which Grade A certification is not es-
- tablished, or which are from unidentified sources; and
- (iii) Receipts of fluid milk products from a producer-handler, as defined under this or any other Federal order.
- (5) Subtract, in the order specified below, from the pounds of skim milk remaining in Class II but not in excess of such quantity:
- (i) Receipts of fluid milk products from an unregulated supply plant;
 - (a) For which the handler requests Class II utilization; or
 - (b) Which are in excess of the pounds of skim milk determined by subtracting from 125 percent of the pounds of skim milk remaining in Class I milk, the sum of the pounds of skim milk in producer milk, receipts from pool plants of other handlers, and receipts in bulk from other order plants; and
 - (ii) Receipts of fluid milk products in bulk from an other order plant(s) (under the same order) of a handler pursuant to § 1030.14(f), in excess of similar transfers to such plant(s), if Class II utilization was requested by both handlers;
 - (6) Subtract from the remaining pounds of skim milk in each class, in series beginning with Class II milk, the pounds of skim milk in inventory of fluid milk products at the beginning of the month;
 - (7) Add to the remaining pounds of skim milk in Class II milk the pounds of skim milk subtracted pursuant to subparagraph (2) of this paragraph;
 - (8) Subtract from the pounds of skim milk remaining in each class, pro rata to such quantities, the pounds of skim milk in receipts of fluid milk products from unregulated supply plants that were not subtracted pursuant to subparagraph (5) (i) of this paragraph;
 - (9) Subtract from the pounds of skim milk remaining in each class, in the following order, the pounds of skim milk in receipts of fluid milk products in bulk from an other order plant(s) (under the same order) of a handler pursuant to § 1030.14(f), in excess in each case of similar transfers to such plant(s), that were not subtracted pursuant to subparagraph (5) (ii) of this paragraph;
 - (i) In series beginning with Class II, the pounds determined by multiplying the pounds of such receipts by the larger of the percentage of estimated Class II
- utilization of skim milk announced for the month by the market administrator pursuant to § 1030.22(k) or the percentage that Class II utilization remaining is of the total remaining utilization of skim milk of the handler; and
- (ii) From Class I, the remaining pounds of such receipts:
- (10) Subtract from the remaining pounds of skim milk in each class the pounds of skim milk in fluid milk products received from pool plants of other handlers according to the classification of such products pursuant to § 1030.43 (a); and
 - (11) If the pounds of skim milk remaining exceed the pounds of skim milk in producer milk, subtract such excess from the pounds of skim milk remaining in each class in series beginning with Class II. Any amount so subtracted shall be known as "overage".
 - (b) Butterfat shall be allocated in accordance with the procedure outlined for skim milk in paragraph (a) of this section.
- MINIMUM PRICES
- § 1030.50 Basic formula price.**
- The basic formula price shall be the average price per hundredweight for manufacturing grade milk f.o.b. plants in Wisconsin and Minnesota, as reported by the Department for the month. Such price shall be adjusted to a 3.5 percent butterfat basis by a butterfat differential (rounded to the nearest one-tenth cent) at the rate of the butter price times 0.12 and rounded to the nearest cent.
- § 1030.51 Class prices.**
- Subject to the provisions of § 1030.52, the class prices per hundredweight for the month shall be as follows:
- (a) *Class I milk price.* The Class I milk price shall be the basic formula price for the preceding month plus \$1.20 August through November, \$0.80 March through June and \$1.00 in other months, adjusted not more than 24 cents each month by plus or minus 2.0 cents, respectively, for each full percent that the adjusted supply-demand ratio computed as follows, is above or below 72 percent:
- (1) Determine the total receipts of Grade A milk from all producers (including receipts from own-farm production) for the most recent 12-month period.
- (2) Determine the total pounds of Grade A milk utilized in Class I milk during the most recent 12-month period.
- (3) Divide the amount obtained in subparagraph (2) of this paragraph by the amount obtained in subparagraph (1) of this paragraph and round to the nearest full percent. The resulting percentage shall be known as the "current supply-demand ratio".
- (4) If the current supply-demand ratio is greater or less than the current supply-demand ratio computed by the market administrator for the third month immediately preceding, add or subtract the difference, respectively, to or from the percentage computed pursuant to subparagraph (3) of this paragraph. The result shall be the "adjusted supply-demand ratio", and if the current supply-demand ratio does not differ from that computed for the third month preceding, the current supply-demand ratio shall be the "adjusted supply-demand ratio".
- (b) *Class II milk price.* The Class II milk price shall be the basic formula price for the month.
- § 1030.52 Butterfat differentials to handlers.**
- For milk containing more or less than 3.5 percent butterfat, the class prices for the month pursuant to § 1030.51 shall be increased or decreased, respectively, for each one-tenth percent butterfat at a rate, determined as follows:
- (a) *Class I price.* Multiply the butter price for the preceding month by 0.12.
 - (b) *Class II price.* Multiply the butter price for the month by 0.12.
- § 1030.53 Location adjustments to handlers.**
- (a) The market administrator shall determine the zone location of each plant at which milk is to be priced under this part on the following basis and the zone rates shall be as follows:
- (1) Zone 1—adjustment rate—none. Zone 1 shall consist of the territory within the marketing area.
 - (2) Zone 2—adjustment rate—2 cents per hundredweight of milk. Zone 2 shall consist of the territory outside of the marketing area but not to exceed 95 miles from the City Hall in Chicago.
 - (3) For plants located beyond Zone 2, the adjustment rate shall be 2 cents per

hundredweight of milk for each 15 miles or fraction thereof over 55 miles. The territory beyond 55 miles, but not to exceed 70 miles, shall be Zone 3 and each successive 15-mile area shall be an additional zone.

(b) The mileages applicable pursuant to this section and § 1030.72 shall be determined by the market administrator and shall be the shorter of either the rail or highway distance, arrived at as follows:

- (1) The rail distance shall be the sum of the following:
 - (i) The highway distance between the handler's plant or reload point and the railroad loading point (but not to exceed 25 miles);
 - (ii) The rail distance by the most direct single rail line between the loading point and the rail terminal in Chicago; and
 - (iii) The highway distance between the appropriate rail terminal and the Chicago City Hall.
- (2) Mileage shall be subject to re-determination at all times. In the event a handler requests a re-determination of the mileage pertaining to any plant, the market administrator shall notify the handler of his findings within 30 days after the receipt of such request. Any financial obligations resulting from a change in mileage shall not be retroactive for any period prior to the re-determination announced by the market administrator.
- (c) The market administrator shall notify each handler of the zone determination.
- (d) A handler who operates a pool distributing plant shall receive a location adjustment credit computed as follows:
 - (1) Determine the aggregate quantity of Class I milk at all pool plants of the handler;
 - (2) Subtract the quantity of packaged fluid milk products received at the handler's pool plant(s) from the plants of other handlers and from nonpool plants;
 - (3) Subtract the quantity of bulk fluid milk products shipped from the handler's pool plant(s) to pool plants of other handlers and to nonpool plants that are classified as Class I;
 - (4) Multiply the remaining quantity by 110 percent;
 - (5) Subtract the quantity of fluid milk products received at the handler's

pool distributing plant(s) from other order plants and unregulated supply plants that are assigned to Class I pursuant to § 1030.45;

(6) Subtract to the extent available from the remaining quantity in the following order:

- (i) Producer milk received at the handler's pool distributing plant(s); and
- (ii) Bulk fluid milk products received at the handler's pool distributing plant(s) from other pool plants in sequence beginning with the plant nearest the Chicago City Hall; and

(7) Multiply by the applicable zone rates the quantities subtracted pursuant to subparagraph (6) of this paragraph;

(8) Multiply by the applicable zone rates the quantity of bulk fluid milk products shipped from the handler's pool distributing plant(s) to nonpool plants and classified as Class I; and

(9) Add together the amounts obtained pursuant to subparagraphs (7) and (8) of this paragraph.

(e) A handler who operates a pool supply plant shall receive a location adjustment credit at the plant's zone rate on producer milk at such plant classified as Class I that is not shipped as a bulk fluid milk product to another pool plant.

§ 1030.54 Equivalent prices.

If for any reason a price quotation required by this order for computing class prices or for other purposes is not available in the manner described, the market administrator shall use a price determined by the Secretary to be equivalent to the price that is required.

§ 1030.55 Skim milk and butterfat prices.

The prices per hundredweight of skim milk and butterfat in each class shall be computed as follows:

- (a) *Skim milk price.* Subtract from the applicable class price per hundredweight of milk containing 3.5 percent butterfat the result obtained from multiplying the applicable butterfat differential pursuant to § 1030.52 by 35; and
- (b) *Butterfat price.* Add to the applicable class price per hundredweight of milk containing 3.5 percent butterfat the result obtained from multiplying the applicable butterfat differential pursuant to § 1030.52 by 965.

(a) Combine into one total the values obtained pursuant to § 1030.60 for all handlers who reported pursuant to § 1030.30 for such month;

(b) Add or subtract for each one-tenth percent that the average butterfat content of milk represented by the values specified in paragraph (a) of this section is less or more, respectively, than 3.5 percent, the amount obtained by multiplying such difference by the butterfat differential pursuant to § 1030.71 and multiplying the result by the total hundredweight of such milk;

(c) Add an amount equal to the total value of the location differential deductions to be made pursuant to § 1030.72; and

(d) Subtract an amount equal to the total value of the location differential additions to be made pursuant to § 1030.72; and

(e) Add an amount equal to one-half the unobligated cash balance in the producer-settlement fund.

§ 1030.62 Computation of uniform price.

For each month the market administrator shall compute a uniform price as follows:

- (a) Divide the aggregate value computed pursuant to § 1030.61 by the sum of the following:
 - (1) The total hundredweight of producer milk; and
 - (2) The total hundredweight for which a value is computed pursuant to § 1030.60 (e); and
 - (b) Subtract not less than 4 nor more than 5 cents from the price computed pursuant to paragraph (a) of this section.

§ 1030.63 Obligations of handler operating a partially regulated distributing plant.

Each handler who operates a partially regulated distributing plant shall pay to the market administrator for the producer-settlement fund on or before the 25th day after the end of the month either of the amounts (at the handler's election) calculated pursuant to paragraph (a) or (b) of this section. If the handler fails to report pursuant to § 1030.30 the information necessary to compute the amount specified in paragraph (a), he shall pay the amount com-

puted as follows:

§ 1030.61 Computation of aggregate value used to determine uniform price.

For each month the market administrator shall correct for mathematical and obvious errors the reports of handlers submitted pursuant to § 1030.30 and shall compute an aggregate value from which to determine the uniform price as follows:

- (f) Subtract an amount equal to the location adjustment credits computed pursuant to § 1030.53.

APPLICATION OF PRICES

§ 1030.60 Computation of the net pool obligation (or credit) of each handler.

The net pool obligation (or credit) of each handler, pursuant to § 1030.14 (a), (d), and (e) during each month shall be a sum of money computed as follows:

- (a) Multiply the quantity of skim milk and butterfat in producer milk in each class as computed pursuant to § 1030.45 by the applicable skim milk and butterfat prices;
- (b) Add the amount obtained from multiplying the average deducted from each class pursuant to § 1030.45 (a) (11) and the corresponding step of § 1030.45 (b) by the applicable skim milk and butterfat prices;
- (c) Add the amount obtained from multiplying the difference between the Class II skim milk and butterfat prices for the preceding month and the Class I skim milk and butterfat prices for the current month by the hundredweight of skim milk and butterfat subtracted from Class I pursuant to § 1030.45 (a) (6) and the corresponding step of § 1030.45 (b);
- (d) Add an amount equal to the difference between the Class I and Class II skim milk and butterfat price values of the pounds of skim milk and butterfat subtracted from Class I pursuant to § 1030.45 (a) (4) and the corresponding step of § 1030.45 (b);
- (e) Add the value at the Class I skim milk and butterfat prices (after deducting the location adjustment rate for the zone in which the nearest nonpool plant is located from which an equivalent volume was received) of the skim milk and butterfat subtracted from Class I pursuant to § 1030.45 (a) (3) and the corresponding step of § 1030.45 (b); and
- (f) Subtract an amount equal to the location adjustment credits computed pursuant to § 1030.53.

§ 1030.62 Computation of uniform price.

For each month the market administrator shall compute a uniform price as follows:

- (a) Divide the aggregate value computed pursuant to § 1030.61 by the sum of the following:
 - (1) The total hundredweight of producer milk; and
 - (2) The total hundredweight for which a value is computed pursuant to § 1030.60 (e); and
 - (b) Subtract not less than 4 nor more than 5 cents from the price computed pursuant to paragraph (a) of this section.

§ 1030.63 Obligations of handler operating a partially regulated distributing plant.

Each handler who operates a partially regulated distributing plant shall pay to the market administrator for the producer-settlement fund on or before the 25th day after the end of the month either of the amounts (at the handler's election) calculated pursuant to paragraph (a) or (b) of this section. If the handler fails to report pursuant to § 1030.30 the information necessary to compute the amount specified in paragraph (a), he shall pay the amount com-

ponsee, Vienna, Mazon, Maine, Braceville, Good Farm, Garfield, and Greenfield in Grundy County; the townships of Essex, Salina, Limestone, Kankakee, Norton, Pilot, Otto, Aroma, St. Anne, and Pembroke, in Kankakee County; the townships of Chebanse, Papineau, and Beaverville, in Iroquois County; all in the State of Illinois; the townships of Lake, Lincoln, McClellan, Colfax, Beaver, and Jackson in Newton County; the townships of Keener, Union, Wheatfield, Walker, and Kankakee in Jasper County; Pleasant Township in Porter County; the townships of Dewey, Prairie, Cass, Hanna, Clinton, Noble, New Durham, Scribo, Coolspring, Center, Kankakee, Michigan, Springsfield, and Galena in LaPorte County, all in the State of Indiana; and the townships of New Buffalo, Three Oaks, and Chikaming in Berrien County in the State of Michigan, which territory shall be known as Zone B.

§ 1030.73 Producer-settlement fund.

The market administrator shall maintain a separate fund known as the "producer-settlement fund" into which he shall deposit all payments into such fund and out of which he shall make all payments from such fund pursuant to §§ 1030.63, 1030.74, 1030.75, and 1030.76: *Provided*, That the market administrator shall offset the payment due to a handler against payments due from such handler.

§ 1030.74 Payments to the producer-settlement fund.

On or before the 16th day after the end of the month each handler shall pay to the market administrator the amount, if any, by which the total amounts specified in paragraph (a) of this section exceed the amounts specified in paragraph (b) of this section:

(a) The net pool obligation computed pursuant to § 1030.60 for such handler; and

(b) the sum of:

- (1) The value of such handler's producer milk at the applicable uniform price; and
- (2) The value at the uniform price applicable at the location of the plant from which received (not to be less than the value at the Class II price) with respect to other source milk for which a value is computed pursuant to § 1030.60 (e).

§ 1030.72 Location differentials to producers and on nonpool milk.

The uniform price pursuant to § 1030.62 shall be adjusted as follows:

(a) For producer milk received at a pool plant outside the marketing area and within 55 miles of the Chicago City Hall deduct 2 cents per hundredweight. (b) For producer milk received at a plant which is 55 miles or more from the Chicago City Hall, deduct 4 cents per hundredweight for the first 70 miles or less and 2 cents per hundredweight for each additional 15 miles or fraction thereof that such plant is more than 70 miles from the Chicago City Hall.

(c) Add 4 cents per hundredweight for milk received from producers whose farms are located in the territory lying within the city of Kenosha, the townships of Pleasant Prairie, Bristol, and Salem in Kenosha County, all in the State of Wisconsin; the townships of Richmond, Burton, Greenwood, McHenry, Seneca, Dorr, Nunda, Corral, Graton, and Algonquin in McHenry County, Lake County, Kane County, Cook County, Du Page County, Kendall County, Will County; the townships of Saratoga, Aux Sable, Goose Lake, and Felix in Grundy County; and the townships of Rockville, Manteno, Summer, Yellowhead, Bourbonnais, Geneva, and Memonce in Kankakee County, all in the State of Illinois; and Lake County, and Porter County, except Pleasant Township, all in the State of Indiana, which territory shall be known as Zone A.

(d) Add 2 cents per hundredweight for milk received from producers whose farms are located in the territory lying within the city of Racine, the townships of Raymond, Caledonia, Burlington, Dover, Yorkville, and Mount Pleasant in Racine County; the townships of Brighton, Paris, Somers, Wheatland, and Randall in Kenosha County; the townships of Lyons, Linn, and Bloomfield, of Walworth County, all in the State of Wisconsin; the townships of Chemung, Alden, Hebron, Dunham, Hartland, Maengo, and Riley in McHenry County; the townships of Boone, Bonus, and Spring in Boone County; DeKalb County; the townships of Earl, Adams, Northville, Serena, Mission, Dayton, Rutland, Miller, and Manlius, in LaSalle County; the townships of Nettle Creek, Erlenna, Norman, Morris, Wau-

(b) An amount computed as follows: (1) Determine the respective amounts of skim milk and butterfat disposed of as Class I milk in the marketing area on routes;

(2) Deduct (except that deducted under a similar provision of another order issued pursuant to the Act) the respective amounts of skim milk and butterfat received as Class I milk at the partially regulated distributing plant from pool plants and other order plants; (3) Combine the amounts of skim milk and butterfat remaining into one total and determine the weighted average butterfat content; and

(4) From the value of such milk at the Class I skim milk and butterfat prices (after deducting the location adjustment rate for the zone in which the nonpool plant is located) subtract its value at the uniform price pursuant to § 1030.62 at the same location or at the Class II price, whichever is higher.

PAYMENTS

§ 1030.70 Time and method of payment.

(a) Each handler who operates a pool plant shall pay each producer on or before the 18th day after the end of the month not less than the uniform price pursuant to § 1030.62 adjusted pursuant to §§ 1030.71, 1030.72, and 1030.77, for each hundredweight of producer milk received during such month for which payment is not made to a cooperative association pursuant to paragraph (b) of this section; and

(b) Each handler shall pay a cooperative association on or before the 15th day after the end of the month an amount equal to the sum of the individual payments pursuant to paragraph (a) of this section for producer milk which it caused to be delivered to such handler, if such cooperative association is authorized to collect such payment for its members and exercises such authority.

§ 1030.71 Butterfat differential to producers.

The uniform price pursuant to § 1030.62 shall be increased or decreased for each one-tenth percent that the butterfat content of such milk is above or below 3.5 percent, respectively, at the rate (rounded to the nearest one-tenth cent) determined by multiplying the butter price for the month by 0.12.

puted pursuant to paragraph (b) of this section:

(1) The obligation that would have been computed pursuant to § 1030.60 at such plant shall be determined as though such plant were a pool plant. For purposes of such computation, receipts at such nonpool plant from a pool plant or an other order plant shall be assigned to the utilization at which classified at the pool plant or other order plant and transfers from such nonpool plant to a pool plant or an other order plant shall be valued at the Class II price if allocated to such class at the pool plant or other order plant and be valued at the uniform price of the respective order if so allocated to Class I milk. There shall be included in the obligation so computed a charge in the amount specified in § 1030.60(e) and a credit in the amount specified in § 1030.74(b) (2) with respect to receipts from an unregulated supply plant, unless an obligation with respect to such plant is computed as specified below in this subparagraph. If the operator of the partially regulated distributing plant so requests, and provides with his report pursuant to § 1030.30 similar reports with respect to the operations of any other nonpool plant which serves as a supply plant for such partially regulated distributing plant by shipments to such plant during the month equivalent to the requirements of § 1030.12(b), with agreement of the operator of such plant that the market administrator may examine the books and records of such plant for purposes of verification of such reports, there will be added the amount of the obligation computed at such nonpool supply plant in the same manner and subject to the same conditions as for the partially regulated distributing plant.

(2) From this obligation there will be deducted the sum of (1) the gross payments made by such handler for Grade A milk received during the month from dairy farmers at such plant and like payments made by the operator of a supply plant(s) included in the computations pursuant to subparagraph (1) of this paragraph, and (ii) any payments to the producer-settlement fund of another order under which such plant is also a partially regulated distributing plant.

§ 1030.75 Payments from the producer-settlement fund.

On or before the 17th day after the end of each month, the market administrator shall pay to each handler the amount, if any, by which the amount computed pursuant to § 1030.74(b) exceeds the amount computed pursuant to § 1030.60: *Provided*, That if the balance in the producer-settlement fund is insufficient to make all payments pursuant to this section, the market administrator shall reduce uniformly such payments and shall complete such payments as soon as the necessary funds become available.

§ 1030.76 Adjustment of accounts.

When verification by the market administrator of reports or payment of any handler discloses errors resulting in monies due (1) the market administrator from such handler, (2) such handler from the market administrator, or (3) any producer or cooperative association from such handler, the market administrator shall promptly notify such handler of any amount so due and payment thereof shall be made not later than the date for making payment next following such disclosure.

§ 1030.77 Marketing services.

(a) Except as set forth in paragraph (b) of this section, each handler in making payments to each producer pursuant to § 1030.70 shall deduct 3 cents per hundredweight or such lesser amount as the Secretary may prescribe with respect to producer milk received by such handler (except such handler's own farm production) during the month, and shall pay such deductions to the market administrator not later than the 18th day after the end of the month. Such monies shall be used by the market administrator to verify or establish weights, samples, and tests of producer milk and to provide producers with market information. Such services shall be performed in whole or in part by the market administrator or by an agent engaged by and responsible to him.

(b) In the case of producers for whom a cooperative association is performing, as determined by the Secretary, the services set forth in paragraph (a) of this section, each handler shall make, in lieu of the deductions specified in paragraph

(a) of this section such deductions as are authorized by such producers and, on or before the 18th day after the end of each month, pay over such deductions to the association rendering such services.

§ 1030.78 Expense of administration.

As his pro rata share of the expense of administration of the order, each handler shall pay to the market administrator on or before the 18th day after the end of each month 2 cents per hundredweight or such lesser amount as the Secretary may prescribe with respect to (a) producer milk (including such handler's own farm production), (b) other source milk allocated to Class I pursuant to § 1030.45(a) (4) and (8) and the corresponding steps of § 1030.45(b), and (c) Class I milk disposed of in the marketing area from a partially regulated distributing plant that exceeds the hundredweight of Class I milk received during the month at such plant from pool plants and other order plants.

§ 1030.79 Termination of obligations.

The provisions of this section shall apply to any obligation under this part for the payment of money.

(a) The obligation of any handler to pay money required to be paid under the terms of this part shall, except as provided in paragraphs (b) and (c) of this section, terminate 2 years after the last day of the calendar month during which the market administrator receives the handler's utilization report on the milk involved in such obligation unless within such 2-year period the market administrator notifies the handler in writing that such money is due and payable. Service of such notice shall be complete upon mailing to the handler's last known address and it shall contain but need not be limited to, the following:

- (1) The amount of the obligation;
- (2) The months during which the milk, with respect to which the obligation exists, was received or handled; and
- (3) If the obligation is payable to one or more producers or to an association of producers, the name of such producers or association of producers, or if the obligation is payable to the market administrator, the account for which it is to be paid.

(b) If a handler fails or refuses, with respect to any obligation under this part,

to make available to the market administrator or his representatives all books and records required by this part to be made available, the market administrator may, within the 2-year period provided for in paragraph (a) of this section, notify the handler in writing of such failure or refusal. If the market administrator so notifies a handler, the said 2-year period, with respect to such obligations, shall not begin to run until the first day of the calendar month following the month during which all such books and records pertaining to such obligation are made available to the market administrator or his representatives.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, a handler's obligation under this part to pay money shall not be terminated with respect to any transaction involving fraud or willful concealment of a fact, material to the obligation, on the part of the handler against whom the obligation is sought to be imposed.

(d) Any obligation on the part of the market administrator to pay a handler any money which such handler claims to be due him under the terms of this part shall terminate 2 years after the end of the calendar month during which the milk involved in the claim was received if an underpayment is claimed, or 2 years after the end of the calendar month during which the payment (including deduction or set-off by the market administrator) was made by the handler if a refund on such payment is claimed, unless such handler, within the applicable period of time, files pursuant to section 8c(15) (A) of the Act, a petition claiming such money.

EFFECTIVE TIME, SUSPENSION OR TERMINATION

§ 1030.80 Effective time.

The provisions of this part, or any amendments to this part, shall become effective at such time as the Secretary may declare and shall continue in force until suspended or terminated.

§ 1030.81 Suspension or termination.

The Secretary shall suspend or terminate any or all of the provisions of this part whenever he finds that it obstructs or does not tend to effectuate the de-

clared policy of the Act. This part shall, in any event, terminate whenever the provisions of the Act authorizing it cease to be in effect.

§ 1030.82 Continuing power and duty of the market administrator.

(a) If, upon the suspension or termination of any or all of the provisions of this part, there are any obligations arising hereunder, the final accrual or ascertainment of which requires further acts by any handler, by the market administrator, or by any other person, the power and duty to perform such further acts shall continue notwithstanding such suspension or termination: *Provided*, That any such acts required to be performed by the market administrator shall, if the Secretary so directs be performed by such other person, persons or agency as the Secretary may designate.

(b) The market administrator or such other person as the Secretary may designate shall (1) continue in such capacity until discharged by the Secretary; (2) from time to time account for all receipts and disbursements and deliver all funds or property on hand together with the books and records of the market administrator, or such person, to such person as the Secretary shall direct; and (3) if so directed by the Secretary, execute such assignment or other instruments necessary or appropriate to vest in such person full title to all funds, property and claims vested in the market administrator or such person pursuant thereto.

§ 1030.83 Liquidation after suspension or termination.

Upon the suspension or termination of any or all provisions of this part the market administrator, or such person as the Secretary may designate shall, if so directed by the Secretary, liquidate the business of the market administrator's office and dispose of all funds and property then in his possession or under his control together with claims for any funds which are unpaid or owing at the time of such suspension or termination. Any funds collected pursuant to the provisions of this part, over and above the amounts necessary to meet outstanding obligations and the expenses necessarily incurred by the market administrator or

§ 1030.91 Agents.

The Secretary may, by designation in writing, name any officer or employee of the United States to act as his agent or representative in connection with any of the provisions of this part.

Effective date. April 1, 1965.

Signed at Washington, D.C., on March 30, 1965.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 65-3376; Filed, Mar. 31, 1965;
8:50 a.m.]

such person in liquidating such funds shall be distributed to the contributing handlers and producers in an equitable manner.

MISCELLANEOUS PROVISIONS

§ 1030.90 Separability of provisions.

If any provision of this part, or its application to any person or circumstances, is held invalid, the application of such provision, and of the remaining provisions of this part, to other persons or circumstances shall not be affected thereby.

[Milk Order 131]

PART 1131—MILK IN CENTRAL ARIZONA MARKETING AREA

Order Amending Order

§ 1131.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Central Arizona marketing area. Upon the basis of the evidence introduced at such hearing and the record, thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest;

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than April 1, 1965. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator, Regulatory Programs, was issued March 10, 1965, and the decision of the Assistant Secretary containing all amendment provisions of this order, was issued March 26, 1965. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective April 1, 1965, and that it would be contrary to the public interest to delay the effective date of this order for 30 days after its publication in the Federal Register (sec. 4(c), Administrative Procedure Act, 5 U.S.C. 1001-1011).

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as herein amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who participated in a referendum and who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Central Arizona marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended,

and as hereby further amended, as follows:

1. In § 1131.46, paragraphs (a) (4) (i) (a) and (ii) are revised to read as follows:

§ 1131.46 Allocation of skim milk and butterfat classified.

- (a) * * *
- (4) * * *
- (i) * * *

(a) For which the handler requests Class III utilization; or

(ii) Receipts of fluid milk products in bulk from an other order plant in excess of similar transfers to such plant, if Class III utilization is requested by the handler and the operator of the transferor plant requests the lowest class utilization under the other order;

2. In § 1131.51, paragraph (a) is revised to read as follows:

§ 1131.51 Class prices.

(a) *Class I milk price.* The price for Class I milk shall be the basic formula price for the preceding month plus \$2.30 and shall be increased or decreased by a "supply-demand adjustment" of not more than 50 cents computed as follows:

(1) For each month calculate a utilization ratio as follows:

(i) For the 12-month period ending with the second preceding month divide the total gross volume of Class I milk (excluding interhandler transfers that would result in the same milk being accounted for a second time as Class I milk) by the total receipts of producer milk and multiply by 100;

(ii) Add or subtract, respectively, any amount by which the percentage computed pursuant to subdivision (i) of this subparagraph is greater or less than the comparable utilization percentage calculated using the 12-month period ending with the fourth preceding month. The result, rounded to the nearest whole percentage, shall be the utilization ratio;

(2) If the utilization ratio equals 84 or more the Class I price shall be increased, and if the utilization ratio equals 77 or less the Class I price shall be decreased, by 6 cents plus an additional 3 cents for each full percentage point by which the utilization ratio exceeds 84, or is less than 76, respectively.

§ 1131.62 [Amended]

3. In § 1131.62(a) (1) (i) and (b) (4) the term "uniform price" is changed to "weighted average price".

4. In § 1131.71, paragraph (f) is revised and new paragraphs (g), (h), (i), (j), and (k) are added to read as follows:

§ 1131.71 Computation of uniform prices.

(f) Subtract not less than 4 cents nor more than 5 cents per hundredweight. The result shall be the "weighted average price", and, except for the months specified below, shall be the "uniform price" for milk received from producers;

(g) For the months specified in paragraphs (h) and (i) of this section, subtract from the amount resulting from the computations pursuant to paragraphs (a) through (d) of this section an amount computed by multiplying the hundredweight of milk specified in paragraph (e) (2) of this section by the weighted average price;

(h) Subtract during each of the months of April, May and June, an amount computed by multiplying the total hundredweight of producer milk for such month by 15 cents;

(i) Add during each of the months of August and October 30 percent, and during September 40 percent of the total amount subtracted pursuant to paragraph (h) of this section;

(j) Divide the resulting sum by the total hundredweight of producer milk included in these computations; and

(k) Subtract not less than 4 cents nor more than 5 cents per hundredweight. The result shall be the "uniform price" for milk received from producers.

§ 1131.73 [Amended]

4. In § 1131.73(b) the term "uniform price" is changed to "weighted average price".

§ 1131.82 [Amended]

5. In § 1131.82(b) (2) the term "uniform price" is changed to "weighted average price".

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

Effective date. April 1, 1965.

Signed at Washington, D.C., on March 29, 1965.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 65-3356; Filed, Mar. 31, 1965; 8:49 a.m.]

Title 12—BANKS AND BANKING
Chapter V—Federal Home Loan Bank Board

[FSLIC-2,015]

PART 563—OPERATIONS

Required Amounts and Maintenance of Federal Insurance Reserve; Policy Statement

MARCH 25, 1965.

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of publishing a statement of the policy of the Board concerning the evaluation of institutions failing to comply with the requirements of § 563.13 of the rules and regulations for Insurance of Accounts (12 CFR 563.13) hereby directs the Secretary to the Board to transmit the following statement approved by the Board to the Office of the Federal Register for publication.

STATEMENT OF POLICY ON THE EVALUATION OF INSTITUTIONS FAILING INSURANCE REGULATION 563.13

Insurance Regulation 563.13 provides, among other things, that when an insured institution fails to make the required transfers to its reserves, such institution may not

declare, advertise, or pay dividends, in the period subsequent to the immediately succeeding dividend period, in excess of an amount approved by the Federal Savings and Loan Insurance Corporation. This provision of the regulation requires a review of those cases involving a failure to comply with the requirements of the regulation and a determination as to the course of action to be followed in each case. This statement of Board policy is intended to guide those charged with the responsibility of evaluating such institutions and recommending a specific course of action in each such case.

BASIC POLICY

In the evaluation of insured institutions which have failed to meet the requirements of Insurance Regulation 563.13 and in making recommendations for specific courses of action to be employed, all parties will be guided by the principle embodied in section 403(b) of Title IV of the National Housing Act, namely, that the Federal Savings and Loan Insurance Corporation has the right and the duty to require insured institutions to establish and maintain adequate reserves before paying dividends.

The fact that an adjustment in dividend rate might place an institution below the level paid by others does not, in and of itself, constitute adequate grounds for not recommending an adjustment.

PRINCIPAL DETERMINATIVE FACTORS

It is not possible or feasible to identify or to state categorically or inflexibly all of the criteria or considerations which anyone could or would use in all instances in making a determination as to the need for a specific course of action. Many varied factors must be considered, separately and in context, and in the light of operations of each individual institution. However, the following broad areas of operation by an insured institution should be of paramount concern, and essential facts and information with respect thereto should in large measure constitute the basis for recommending a specific course of action.

1. *Extent of failure.* An institution which failed by only a minor extent to make the required transfer would obviously be a likely candidate for more favorable consideration. However, such a minor failure may not always, of itself, establish valid grounds for a favorable recommendation. In any event, a major effort should be made to secure correction of the cause of minor failures, so as to avoid further deterioration.

2. *Soundness of operation.* It is the view of the Board that soundly operated institutions will meet changing demand-supply conditions by making timely and necessary adjustments in operating policies and practices. An above-average amount of scheduled items, in many institutions, is a reflection of the failure to adjust lending to more moderate rates of overall growth or demand for housing. Consequently, scheduled items are considered to be an important factor in evaluating the soundness of operations.

An institution's ratio of scheduled items to total assets as compared to national averages must be an important factor in any evaluation. The accumulation of an above-average amount of scheduled items should raise serious doubt as to the advisability of permitting unrestricted competition for additional funds.

It is recognized that there may be special situations peculiar to a few areas, and these should be covered by qualitative comment. However, weak or deteriorating economic conditions are not of themselves a valid reason for recommending against dividend rate adjustment, since such conditions strongly suggest that an institution may not be able to employ funds it receives in a sound, economical manner.

3. *Economy of operation.* The less economical an institution's operation, the less

able it is to comply with the reserve regulation and the more likely it is to accumulate scheduled items by the adoption of unsound policies and practices.

The ratio of expenses to average total assets as compared to a national average, with allowance for size and age, is an important factor in the evaluation of an institution's economy of operation.

It is recognized that during the three-year period following insurance of accounts an institution having less than \$5 million in savings may have special problems with respect to its expense ratio, and these factors should be covered by qualitative comments.

4. *Dividend rate practices.* Dividend rate practices are considered to be a major factor in an evaluation since a high dividend rate can preclude adequate reserve allocations; thus running counter to the basic principle that an insured institution has an obligation to provide reserves satisfactory to the Insurance Corporation before paying dividends. Furthermore, there is a close association between high dividend rates and higher than average scheduled items.

On September 30, 1963, it was announced that the Board planned to require higher reserve allocations. Accordingly, any institution which raised its dividend rate above the rate which it paid in 1963 should be regarded as having contributed substantially to its inability to make required reserve allocations and should not be accorded any significant degree of consideration for rate continuance.

If an institution is paying a dividend at a rate above that paid by a majority in its standard metropolitan statistical area, or community (if not in a standard metropolitan statistical area), it is the Board's view that such institution should be considered most seriously for rate adjustment.

5. *Other considerations.* While the condition and operations of an institution as measured by the four factors set out above would generally be determinative for the purposes of this program, the identification of those matters should not be construed as excluding the consideration of other matters, separately or in context with one or more of the four factors stated, which also may be indicative of the need for limiting an institution's pursuit of additional funds.

Among other considerations to which careful attention should be given are heavy promotional activity, rapid growth, pursuit of high-yield assets, large ratios of construction loans accompanied by high foreclosure rates or scheduled items, and weak or declining reserve positions.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 65-3345; Filed, Mar. 31, 1965;
8:48 a.m.]

Title 13—BUSINESS CREDIT AND ASSISTANCE

Chapter I—Small Business Administration

[Amdt. 1]

PART 121—SMALL BUSINESS SIZE STANDARDS

Definition of Small Business Non- manufacturer for Purpose of Govern- ment Procurements and Sub- contracting

On October 28, 1964, there was published in the FEDERAL REGISTER (29 F.R.

14672) a notice of proposal to amend the definition of a small business nonmanufacturer in the thread industry.

In the note to § 121.3-8(c) which has been reserved for a new definition of a small business nonmanufacturer, it is provided that, until a new definition of a small business nonmanufacturer is adopted, the definition as contained in § 121.3-8(b) (27 F.R. 9757, published October 3, 1962) shall be applicable. Section 121.3-8(b) provided, in effect, that in the case of Government procurement reserved for or involving the preferential treatment of small businesses, if the product to be furnished is thread (spinning and finishing), a nonmanufacturer (dealer or converter) shall furnish thread that has been spun by a small spinner.

Under the proposed amendment, the note to § 121.3-8(c) is revised so as not to require that a nonmanufacturer furnish thread spun by a small concern. Finishing is defined in the revised note as including all dyeing, bleaching, glazing, mildew proofing, coating, waxing, and other applications required by the pertinent specifications, but excluding mercerizing, spinning, throwing, or twisting operations.

Interested persons were given an opportunity to present their comments or suggestions thereon to the Office of Economic Analysis within thirty days after the date of publication of the notice in the FEDERAL REGISTER.

After consideration of all relevant matters regarding the proposal, the amendment set forth below is hereby adopted.

The Small Business Size Standards Regulation (Revision 5) (30 F.R. 2247) is hereby amended by deleting the note in § 121.3-8(c) in its entirety, and substituting the following note in lieu thereof, as follows:

§ 121.3-8 Definition of small business for Government procurement.

* * * * *

(c) *Nonmanufacturing.* [Reserved]

NOTE: On April 5, 1963, there was published in the FEDERAL REGISTER (28 F.R. 3358) a proposed new definition of a small business nonmanufacturer. Interested persons were requested to file written comments. The comments filed suggested the need for further study of the proposal. Until such time as a new definition of a small business nonmanufacturer is adopted, the following definition shall be applicable:

Any concern which submits a bid or offer in its own name, other than on a construction or service contract, but which proposes to furnish a product not manufactured by said bidder or offeror, is deemed to be a small business concern when:

(1) It is a small business concern within the meaning of paragraph (a) of this section (its number of employees does not exceed 500 persons), and

(2) In the case of Government procurement reserved for or involving the preferential treatment of small businesses, such nonmanufacturer shall furnish in the performance of the contract the products of a small business manufacturer or producer which products are manufactured or produced in the United States; provided, however, if the goods to be furnished are woolen, worsted, knitwear, duck and webbing, dealers and converters shall furnish such products which have been manufactured or pro-

duced by a small weaver (small knitter for knitwear), and, if finishing is required, by a small finisher. If the procurement is for thread, dealers and converters shall furnish such products which have been finished by a small finisher. (Finishing of thread is defined as all "dyeing, bleaching, glazing, mildew proofing, coating, waxing and other applications required by the pertinent specification, but excluding mercerizing, spinning, throwing, or twisting operations".)

This amendment shall become effective 30 days after publication in the FEDERAL REGISTER.

Dated: March 22, 1965:

ROSS D. DAVIS,
Executive Administrator.

[F.R. Doc. 65-3309; Filed, Mar. 31, 1965;
8:45 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 8603 o.]

PART 13—PROHIBITED TRADE PRACTICES

Stupell Originals, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.10 *Advertising falsely or misleadingly*; § 13.195 *Safety*: 13.195-60 *Product*. Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*. Subpart—Misrepresenting oneself and goods—Goods: § 13.1605 *Content*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition*: 13-1845-15 *Federal Trade Commission Act*; § 13.1890 *Safety*. Subpart—Using deceptive techniques in advertising: § 13.2275 *Using deceptive techniques in advertising*.

(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, Stupell Originals, Inc., trading as Stupell Enterprises and Carole Stupell Exclusives, et al., New York, N.Y., Docket 8603, Feb. 18, 1965]

In the Matter of Stupell Originals, Inc., A Corporation, Trading as Stupell Enterprises and Carole Stupell Exclusives, and Carole Stupell, and Harry Mervis, Individually and as Officers of Said Corporation.

Order requiring a New York City distributor of a toy product designated as "Puncherino", designed to be used in such a manner that a rubber string with ball attached retracts toward the eyes of the user (wearing plastic goggles), to cease misrepresenting on packages and display posters that its packaged toy, "Puncherino", or any similar product, has goggles with protective material in the eyepieces and that the toy can be used without risk of injury to the user's eyes if the string should break, when in fact, no protective material was provided; and also to conspicuously disclose on packages of such products the risk of injury involved.

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

It is ordered, That respondents Stupell Originals, Inc., a corporation, trading as Stupell Enterprises, Carole Stupell Exclusives, or under any other name, and its officers, and Carole Stupell and Hairy Mervis, 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 offering for sale, sale or distribution of a toy product designated "Puncherino," or any other product of similar construction or having substantially similar properties, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

(1) Representing, directly or by implication, that such toy product can be used without danger or risk of injury to the eyes of the user.

(2) Failing to clearly and conspicuously disclose on the package or container in which the toy product is sold that the use of such toy product involves a danger or risk of injury to the eyes of the user if the rubber string should break.

(3) Furnishing or placing in the hands of jobbers, retailers or dealers in said toy product the means and instrumentalities by and through which they may deceive or mislead the public in the manner or as to the things hereinabove prohibited.

It is further ordered, That respondents 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 the order set forth herein.

Issued: February 18, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 65-3313; Filed, Mar. 31, 1965; 8:45 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army PART 203—BRIDGE REGULATIONS Sheepscot River, Maine

Pursuant to the provisions of section 5 of the River and Harbor Act of August 13, 1894 (28 Stat. 362; 33 U.S.C. 499) § 203.5a is hereby prescribed to govern the operation of U.S. Route No. 1 highway bridge across Sheepscot River between Wiscasset and Edgecomb, Maine, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 203.5a Sheepscot River, Maine; Maine State Highway Commission bridge (U.S. Route No. 1) between Wiscasset and Edgecomb.

(a) From June through September between the hours of 9:00 a.m. and 9:00

p.m. the draw will be opened promptly on signal given to the drawtender on duty. Between 9:00 p.m. and 9:00 a.m. during the period June through September the draw will be opened on advance notice given to the drawtender while he is on duty between 9:00 a.m. and 9:00 p.m.

(b) From October through May the draw will be opened on a 24-hour advance notice in person, in writing or by telephone to the Maine State Highway Commission, Augusta, Maine.

(c) The owner or agency controlling the bridge shall provide arrangements whereby the agent may be conveniently reached by telephone or otherwise, and shall keep posted conspicuously on both the upstream and downstream sides of the bridge in a position where it can be read easily at any time, a copy of these regulations together with a notice stating how the agent may be reached at any time.

(d) The draw need not be opened at any time for vessels capable of passing under the bridge with the draw closed.

[Regs., Mar. 19, 1965, 1507-32 (Sheepscot River, Maine)—ENG CW—ON] (Sec. 5, 28 Stat. 362; 33 U.S.C. 499)

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

[F.R. Doc. 65-3331; Filed, Mar. 31, 1965; 8:47 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

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

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3569]

[Riverside 06061]

CALIFORNIA

Partly Revoking Public Water Reserve 14

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

The Executive Order of January 24, 1914, creating Public Water Reserve No. 14, California No. 2, is hereby revoked so far as it affects the following-described lands:

SAN BERNARDINO MERIDIAN

T. 12 S., R. 5 E.,
Sec. 5, S½SE¼.
T. 14 S., R. 7 E.,
Sec. 25, SE¼SW¼.

Aggregating 400 acres of patented land.

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

MARCH 26, 1965.

[F.R. Doc. 65-3332; Filed, Mar. 31, 1965; 8:47 a.m.]

[Public Land Order 3570]

[Misc-958795]

ALASKA

Modifying Public Land Order 1695 To Permit Mineral Leasing

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

1. Public Land Order No. 1695 of July 25, 1953, so far as it reserved the following described lands, for lighthouse purposes, is hereby modified to the extent necessary to permit leasing the lands under the Mineral Leasing Act of February 25, 1920 (41 Stat. 437; 30 U.S.C. 181) as amended and supplemented:

SEWARD MERIDIAN

T. 7 N., R. 12 W.,
Sec. 4, lots 5 and 6 and W½SE¼SW¼;
Sec. 5, lot 1;
Sec. 8, lot 1;
Sec. 9, lots 1 and 2.

Aggregating 151.99 acres.

2. Applications and offers received at or prior to 10:00 a.m. on May 1, 1965, shall be considered as simultaneously filed at that time. Those thereafter received shall be considered in the order of filing.

3. Leases shall contain a provision to forbid the erection on the lands of any structure extending over 200 feet above mean high water in the area west of a line bearing 174° True from the light on the reservation or northwest of a line bearing 055° True from the light.

Inquiries concerning the lands should be directed to the Manager, Land Office, Bureau of Land Management, Anchorage, Alaska.

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

MARCH 26, 1965.

[F.R. Doc. 65-3333; Filed, Mar. 31, 1965; 8:47 a.m.]

[Public Land Order 3571]

[Fairbanks 019503]

ALASKA

Withdrawal for School Purposes; Revoking Prior Withdrawals Wholly or in Part (Hooper Bay)

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), and by virtue of the authority contained in the act of May 31, 1938 (52 Stat. 593; 48 U.S.C. 353a), it is ordered as follows:

1. Subject to valid existing rights, the following described lands are hereby withdrawn from all forms of appropriation under the public land laws, including the mining laws (Chap. 2, 30 U.S.C.), but not from leasing under the mineral leasing laws, and reserved for school purposes in connection with administration of the affairs of the Indians, Eskimos and Aleuts of Alaska:

HOOPER BAY

U.S. Survey 2026.

Containing 2.05 acres and

U.S. Survey 4052,
Lots 1 and 3.

Containing 3.96 acres.

2. Executive Order No. 5289 of March 4, 1930, reserving lands for use of the Office of Education, is hereby revoked so far as it applies to lands at Hooper Bay.

3. The departmental order of September 22, 1958, withdrawing 3.68 acres at Hooper Bay for school purposes, is hereby revoked.

The lands described in paragraphs 2 and 3 of this order are within the area described in paragraph 1.

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

MARCH 26, 1965.

[F.R. Doc. 65-3334; Filed, Mar. 31, 1965;
8:47 a.m.]

[Public Land Order 3572]

[Anchorage 061598]

ALASKA

Revoking Executive Order 2347 and
Public Land Order 1301

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

1. Executive Order No. 2347 of March 21, 1916, withdrawing the following-described lands for use of the Natives of Alaska, and Public Land Order No. 1301 of May 28, 1956, transferring the lands to the Bureau of Land Management for public recreation, are hereby revoked:

SEWARD MERIDIAN

T. 16 N., R. 3 W.,
Sec. 34, NE $\frac{1}{4}$ NE $\frac{1}{4}$.

Containing 40 acres.

The lands are about 12 air miles north of Anchorage. They support a heavy stand of birch reproduction intermingled with spruce and some aspen. About 10 acres are subject to flooding at high tide.

2. Until 10:00 a.m. on June 25, 1965, the State of Alaska shall have a preferred right to select the lands as provided by the Act of July 28, 1956 (70 Stat. 709; 48 U.S.C. 46-3b) and section 6g of the Act of July 7, 1958 (72 Stat. 339). After that date and hour the lands shall become subject to settlement and to application, petition, location and selection generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10:00 a.m. on May 1, 1965, shall be considered as simultaneously filed at that time. Those filed thereafter shall be considered in the order of filing.

3. The lands have been open to applications and offers under the mineral leasing laws. They will be open to location under the United States mining laws after 10:00 a.m. on June 25, 1965.

Inquiries concerning the lands should be addressed to the Manager, Land Office,

Bureau of Land Management, Anchor-
age, Alaska.

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

MARCH 26, 1965.

[F.R. Doc. 65-3335; Filed, Mar. 31, 1965;
8:47 a.m.]

[Public Land Order 3573]

[Wyoming 0309074]

WYOMING

Partly Revoking Reclamation With-
drawal (Lyman Project)

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

1. The departmental orders of February 23, 1940, and January 6, 1940, withdrawing lands for reclamation purposes, are hereby revoked so far as they affect the following described lands:

SIXTH PRINCIPAL MERIDIAN

T. 13 N., R. 116 W.,
Sec. 15, N $\frac{1}{2}$, S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 33, E $\frac{1}{2}$, W $\frac{1}{2}$ NW $\frac{1}{4}$.

Aggregating 700 acres in Uinta County.

2. The lands are within the oil shale withdrawal of April 15, 1930, made by Executive Order No. 5327. At 10 a.m. on May 1, 1965, they will be open to location under the United States mining laws for metalliferous minerals.

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

MARCH 26, 1965.

[F.R. Doc. 65-3336; Filed, Mar. 31, 1965;
8:47 a.m.]

[Public Land Order 3574]

[Nevada 058648]

NEVADA

Partly Revoking Public Land Order
3501 of December 2, 1964, With-
drawing Additional Land (Propo-
sed Moapa Valley Pumping
Project)

By virtue of the authority contained in section 3 of the Act of June 17, 1902 (32 Stat. 338; 43 U.S.C. 416) as amended and supplemented, it is ordered as follows:

1. Subject to valid existing rights, the following-described public lands which are under the jurisdiction of the Secretary of the Interior, are hereby withdrawn from all forms of appropriations under the public land laws, including the mining laws, but not from leasing under the mineral leasing laws, and reserved for the proposed Moapa Valley Pumping Project:

MOUNT DIABLO MERIDIAN

T. 15 S., R. 68 E.,
Sec. 31, SE $\frac{1}{4}$ SW $\frac{1}{4}$.

Containing 40 acres.

2. Public Land Order No. 3501 of December 2, 1964 withdrawing lands for the proposed Moapa Valley Pumping Project, is hereby revoked so far as it affects the following-described lands:

MOUNT DIABLO MERIDIAN

T. 15 S., R. 68 E.,
Sec. 31, SE $\frac{1}{4}$ SE $\frac{1}{4}$.

Containing 40 acres.

3. The use and administration of the lands withdrawn by this order will become subject to the provisions of the reclamation laws (Act of June 17, 1902, supra, as amended and supplemented), including the use of the lands under lease, license, or permit, at such time as the Moapa Valley Project is authorized by the Congress.

4. Pending authorization of the project, this withdrawal does not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or the disposal of their mineral and vegetative resources other than under the mining laws, subject to the condition that such use or disposition will not be inconsistent with the reclamation laws and the purpose for which the lands are withdrawn.

5. At and after 10:00 a.m. on September 24, 1965, the land released by paragraph 2 of this order shall become subject to application, petition and selection generally, subject to valid existing rights, the provisions of existing withdrawals, and the requirements of applicable law. All valid applications received at or prior to 10:00 a.m. on May 1, 1965, shall be considered as simultaneously filed at that time. Rights under such applications and selections filed after that hour will be governed by the time of filing.

6. The land has been open to applications and offers under the mineral leasing laws. It will be open to location under the United States mining laws at 10:00 a.m. on September 24, 1965.

7. Persons claiming preference rights based upon valid settlements, statutory preference or equitable claims must enclose properly corroborated statements in support of their application setting forth all facts relevant to their claims.

Inquiries should be addressed to the Manager, Land Office, Bureau of Land Management, Reno, Nev.

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

MARCH 26, 1965.

[F.R. Doc. 65-3337; Filed, Mar. 31, 1965;
8:48 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce
CommissionSUBCHAPTER A—GENERAL RULES AND
REGULATIONS

[S.O. 959]

PART 95—CAR SERVICE

Louisville & Nashville Railroad Co.
Authorized To Operate Over Track-
age of Illinois Central Railroad Co.

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C., on the 26th day of March 1965.

It appearing, that the present contract between the Black Tam Mining Co. and

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Part 1]

ALLOCATION OF INCOME AND DEDUCTIONS AMONG TAXPAYERS

Notice of Proposed Rule Making

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form below are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: CC:LR;T, Washington, D.C., 20224, within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such case, a public hearing will be held, and notice of the time, place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805).

[SEAL] SHELDON S. COHEN,
Commissioner of Internal Revenue.

In order to provide more specific rules for the allocation of income and deductions among taxpayers, the Income Tax Regulations (26 CFR Part 1) under section 482 of the Internal Revenue Code of 1954, relating to allocation of income and deductions among taxpayers, are amended as follows:

PARAGRAPH 1. Section 1.482-1 is amended by revising the heading, by revising so much of paragraph (a) as precedes subparagraph (1) of such paragraph, and by adding a paragraph (d). These amended and added provisions read as follows:

§ 1.482-1 Allocation of income and deductions among taxpayers.

(a) *Definitions.* When used in this section and in § 1.482-2—

(d) *Method of allocation.* (1) Whenever the district director makes distributions, apportionments, or allocations to properly reflect the true taxable income of one member of a group of controlled taxpayers, he shall also make appropriate correlative adjustments to reflect the true taxable income of any other affected member of the group.

Such adjustments shall be made simultaneously if the United States income tax liability of any member of the group would be immediately affected. Thus, for example, if the district director allocates income from one member of a group of controlled taxpayers to a second member of such group, he shall not only increase the income of the second member, but shall, if appropriate, decrease the income of the first member if such adjustment would have an immediate effect on the United States income tax liability of the first member or of any other member. If a correlative adjustment is not actually made because it would have no immediate effect on the United States income tax liability of a member for any pending taxable year, such adjustment shall nevertheless be deemed to have been made for the purposes of determining the income tax liability of any person for a later taxable year. Thus, for example, if the district director allocates deductions from one member of a group of controlled taxpayers to a second member of such group, and does not actually make the adjustment with respect to a taxable year of the second member because the return for such year already shows a net operating loss which cannot be carried back, such adjustment shall nevertheless be deemed to have been made in order to reflect an increase in the net operating loss carryover to a subsequent taxable year.

(2) Adjustments may be made to the taxable income of one member of a group of controlled taxpayers even though the appropriate correlative adjustment with respect to another member of the group may not take the form of an immediate increase or decrease in the taxable income of such other member. For example, the correlative adjustment may take the form of an increase or decrease in the basis of property. Thus, if one member of a group of controlled taxpayers renders engineering services relating to the construction of a factory by another member of the group without appropriate reimbursement, and if the appropriate adjustment to the member rendering such services is an increase in its taxable income, the correlative adjustment to the other member of the group will not be an immediate decrease in its taxable income, but will be an increase in the basis of the factory.

(3) In making distributions, apportionments, or allocations with respect to a taxable year, the district director shall consider the net effect of any arrangement for reimbursement between the members of the group involved therein in the taxable year or within a reasonable period before or after the taxable year if the member can establish that such an arrangement in fact existed. For example, assume that one member of a group performs services which benefit a second member, which would in itself appear to require an allocation of deductions with

respect to the costs of performing the services. Assume further the first member can establish that, as a part of the arrangement between the members, the second member performs other services which are intended to benefit the first member; or gives consideration in some other form, such as by selling products to the first member at a discount, or purchasing products from the first member at a price, or paying royalties in an amount, which is intended as reimbursement for such services. In such case, the value of the services or other consideration of the second member will be set-off against the allocation which would otherwise be made. However, the set-off will not be recognized if its effect is to change the characterization of the income or deductions, or otherwise distort taxable income, in such a manner as to affect the United States tax liability of any member. In such case, allocations will be made to reflect the correct amount of each category of income or deductions. The principles of this subparagraph may be illustrated by the following examples, in each of which it is assumed that P and S are calendar year corporations and are both members of the same group of controlled entities:

Example (1). P performs services in 1965 for the benefit of S in connection with S's manufacture and sale of a product. S does not pay P for such services in 1965, but in consideration for such services, agrees in 1965 to pay P a percentage of the amount of future sales of the product in 1966 through 1970. In 1965 it appeared this agreement would provide adequate compensation for the services. No allocation will be made with respect to the services performed by P.

Example (2). P renders engineering services to S relating to the construction of S's factory. An arm's length charge for such services, determined under paragraph (b) of § 1.482-2, would be \$100,000. P also makes available to S a machine to be used in such construction, an arm's length charge for which under paragraph (c) of such section, would be \$25,000. P bills S \$125,000 for the services, but does not bill for the use of the machine. No allocation will be made with respect to the excessive charge for services or the undercharge for the machine if the taxable incomes and income tax liabilities of P and S are not distorted.

Example (3). Assume the same facts as in example (2), except that, if P had reported the \$25,000 as rental income and \$25,000 less service income, it would have been subject to the tax on personal holding companies. Allocations will be made to reflect the correct amounts of rental income and service income.

(4) If the members of a group of controlled taxpayers engage in transactions with one another, the district director may distribute, apportion, or allocate income, deductions, credits, or allowances to reflect the true taxable income of the individual members under the standards set forth in this section and in § 1.482-2 notwithstanding the fact that the ultimate income anticipated from a series of transactions may not be realized or is realized during a later period. For

example, if one member of a controlled group sells a product at cost to a second member of the group in one taxable year and the second member resells the product to an unrelated party in the next taxable year, the district director may make an appropriate allocation to reflect an arm's length price for the sale of the product in the first taxable year, notwithstanding that the second member of the group had not realized any gross income from the resale of the product in the first year. Similarly, if one member of a group lends money to a second member of the group in a taxable year, the district director may make an appropriate allocation to reflect an arm's length charge for interest during such taxable year even if the second member does not realize income during such year. The provisions of this subparagraph apply even if the gross income contemplated from a series of transactions is never, in fact, realized by the other members.

(5) If payment or reimbursement for the sale, exchange, or use of property, the rendition of services, or the advance of other consideration among members of a group of controlled entities was prevented, or would have been prevented, at the time of the transaction because of currency or other restrictions imposed under the laws of any foreign country, any distributions, apportionments, or allocations which may be made under section 482 with respect to such transactions may be treated as deferrable income or deductions, providing the taxpayer has, for the year to which the distributions, apportionments, or allocations relate, requested and received permission to use a method of accounting in which the reporting of deferrable income is deferred until the income ceases to be deferrable income. Such method of accounting is referred to in this section as the deferred income method of accounting. If such method has been approved, any payments or reimbursements which were prevented or would have been prevented, and any deductions attributable to such payments or reimbursements, shall be deferred until they cease to be deferrable under such method of accounting. The principles of this subparagraph may be illustrated by the following example in which it is assumed that D, a domestic corporation, and F, a foreign corporation, are members of the same group of controlled entities:

Example. D, which is in the business of rendering services to unrelated parties, renders services for the benefit of F in 1965, which cost \$60,000 and have a fair value of \$100,000. Assume that the district director proposes to increase D's income by \$100,000, but that the country in which F is located would have blocked payment in 1965 for such services. If D has received permission with respect to its 1965 return to use the deferred income method of accounting, the \$100,000 allocation and the \$60,000 costs are deferrable until such amounts cease to be deferrable under D's method of accounting.

PAR. 2. There is added immediately after § 1.482-1 the following new section:

No. 62—4

§ 1.482-2 Determination of taxable income in specific situations.

(a) *Loans or advances*—(1) *In general.* Where one member of a group of controlled entities makes a loan or advance directly or indirectly to, or otherwise becomes a creditor of, another member of such group, and charges no interest, or charges interest at a rate which is not equal to an arm's length rate as defined in subparagraph (2) of this paragraph, the district director may reallocate income or deductions to reflect an arm's length interest rate for the use of such loan or advance.

(2) *Arm's length interest rate.* For the purposes of this paragraph, the arm's length interest rate shall be the rate of interest which was charged, or would have been charged at the time the indebtedness arose, in independent transactions under similar circumstances considering the amount of the loan, the security involved, the credit standing of the borrower, the interest rate prevailing at the situs of the lender or creditor for comparable loans, and all other relevant facts. If the creditor was not regularly engaged in the business of lending or advancing money or other consideration to unrelated parties the arm's length rate for purposes of this paragraph shall be—

(i) The rate of interest actually charged if at least four, but not in excess of five, percent per annum simple interest, or

(ii) Five percent per annum simple interest if no interest was charged or if the rate of interest charged was less than four, or in excess of five, percent per annum simple interest,

unless the taxpayer can establish to the satisfaction of the district director that another rate would have been more appropriate under the circumstances. Notwithstanding the other provisions of this subparagraph, if the loan or advance represents the proceeds of a loan obtained by the lender at the situs of the borrower the arm's length rate shall be equal to the rate actually paid by the lender.

(3) *Loans or advances to which subparagraph (1) applies.* Subparagraph (1) of this paragraph applies to all forms of bona fide indebtedness and includes:

(i) Loans or advances of money or other consideration (whether or not evidenced by a written instrument), and

(ii) Indebtedness arising in the ordinary course of business out of sales, leases, or the rendition of services by or between members of the group, or any other extension of credit.

Subparagraph (1) of this paragraph does not apply to alleged indebtedness which was intended by the parties to be a contribution of capital or a distribution by a corporation with respect to its shares. The real intent of the parties must be determined by considering all the surrounding facts and circumstances. Except as otherwise provided in this subparagraph (with respect to indebtedness described in subdivision (ii) of this subparagraph) the interest period shall commence at the date the indebtedness

arises. Subparagraph (1) of this paragraph shall not apply to balances on indebtedness described in subdivision (ii) of this subparagraph outstanding for six months or less, unless the indebtedness was evidenced by a written instrument requiring payment of interest for such period. Furthermore, subparagraph (1) of this paragraph shall not apply to balances on indebtedness described in subdivision (ii) of this subparagraph outstanding for more than six months if the taxpayer demonstrates that either it, or others in its industry, as a regular trade practice, permits comparable balances in the case of similar transactions with unrelated parties to remain outstanding for a period longer than six months. For the purpose of determining the period of time for which a balance is outstanding, payments or credits shall be applied against the earliest balance outstanding, unless the taxpayer applies such payments or credits in some other order on its books in accordance with an agreement or understanding of the parties.

(b) *Performance of services for another*—(1) *General rule.* Except as provided in subparagraphs (4) and (6) through (9) of this paragraph, the district director may allocate costs or deductions between members of a group of controlled entities where necessary to properly reflect performance of managerial, administrative, technical, or other services by one member of the group for the benefit, or on behalf, of another member of the group if appropriate reimbursement for such services is not made or arranged for by the benefited member. If a member has made allocations to reflect the described services by employing in a consistent manner a method of allocation which is reasonable and in keeping with sound accounting practice, such method will not be disturbed. In determining the extent to which allocations may be made all the pertinent facts and circumstances shall be considered.

(2) *Benefit test.* (i) Allocations may be made of costs or deductions with respect to services undertaken for the joint benefit of the members of a group of controlled entities, as well as with respect to services performed by one member of the group exclusively for the benefit of another member of the group. Any allocations made shall be consistent with the relative benefits intended from the services, based upon the facts known at the time the services were rendered, and shall be made even if the potential benefits anticipated are not realized. No allocations shall be made if the probable benefits to the other members were so indirect or remote as to be negligible. In general, allocations may be made if the service, at the time it was performed, related to the carrying on of an activity by another member or was intended to benefit another member, either in the member's overall operations or in its day-to-day activities. The principles of this subdivision may be illustrated by the following examples in each of which it is assumed that D and F are corporate members of the same group of controlled entities.

Example (1). D's production vice president and two technicians travel to F's plant and spend four weeks reviewing operations and giving instructions for improving operations. All deductions attributable to the rendering of these services are allocable to F because they were intended for the benefit of F.

Example (2). D operates a chain of hotels in the United States, and F operates hotels under D's name in a foreign country. F's hotels are frequently visited by United States citizens traveling abroad. D incurs costs for advertising all the hotels with its name (both domestic and foreign) in advertising media in the United States. Although such advertising was primarily intended to benefit D's United States operations by improving its reputation as an international operator of hotels, it was reasonable to anticipate that there would be substantial benefits to F resulting from patronage by United States citizens traveling abroad who responded to D's advertising. Therefore, a reasonable part of the cost of D's advertising of F's hotels is allocable to F, taking into account the cost incurred by F for any advertising which was intended to benefit D.

Example (3). D's president travels to F's situs for the purpose of reviewing operations of F in order to report to D's board of directors. A copy of the report which was submitted to D's board is sent to F's management. No allocation of deductions with respect to this activity may be made because the activity was undertaken for the benefit of D, and any benefit to F was too indirect.

(i) Allocations will generally not be made if the service is merely a duplication of a service which the related party has independently performed or is performing for itself. In this connection, the ability to independently perform the service (in terms of qualification and availability of personnel) shall be taken into account. The principles of this subdivision may be illustrated by the following examples, in each of which it is assumed that D and F are corporate members of the same group of controlled entities.

Example (1). At the request of F, the financial staff of D makes an analysis to determine the amount and source of the borrowing needs of F. F does not have personnel qualified to make the analysis, and it does not undertake the same analysis. The cost of D's analysis is allocable to F.

Example (2). F, which has a qualified financial staff, makes an analysis to determine the amount and source of its borrowing needs. Its report, recommending a loan from a bank, is submitted to D. D's financial staff reviews the analysis to determine whether D should advise F to reconsider its plan. The cost of D's review is not allocable to F.

(3) Costs or deductions to be allocated.

(i) Where it is determined that one member of a group of controlled entities has provided services for the benefit of another member of the group without appropriate reimbursement, all costs or deductions relative to such services must be allocated on some reasonable basis, whether they are directly or indirectly related to the service performed.

(ii) Direct costs or deductions are those identified specifically with a particular service. These include, but are not limited to, costs or deductions for compensation, bonuses, and pension plan contributions attributable to employees directly engaged in performing such services, for material and supplies directly consumed in rendering such serv-

ices, and for other costs such as the cost of overseas cables in connection with such services.

(iii) Indirect costs or deductions are those which relate to more than one activity or service, and are not exclusively identified with a particular activity or service but which relate to the direct costs referred to in subdivision (ii) of this subparagraph. Indirect costs or deductions include costs or deductions with respect to utilities, occupancy, supervisory and clerical compensation, and other overhead burden of the department incurring the direct costs or deductions referred to in subdivision (ii) of this subparagraph. Indirect costs or deductions also may include an appropriate share of the costs or deductions relating to supporting departments and other applicable general and administrative expenses to the extent reasonably allocable to a particular service or activity. Thus, for example, if a domestic corporation's advertising department performs services for the direct benefit of a foreign subsidiary, in addition to direct costs of such department, such as salaries of employees and fees paid to advertising agencies or consultants, which are attributable to such foreign advertising, indirect costs must be taken into account on some reasonable basis in determining the amount of costs or deductions allocable to the foreign subsidiary. These might include depreciation, rent, property taxes, other costs of occupancy, and other overhead costs of the advertising department itself, and allocations of costs from other departments which service the advertising department, such as the personnel, accounting, payroll, and maintenance departments and other applicable general and administrative expenses including compensation of top management.

(4) *Costs and deductions not to be allocated.* Indirect interest expense on indebtedness not incurred specifically for the benefit of another member of the group, and costs or deductions of the member rendering the services associated with the issuance of its stock, its shareholder relations, and compliance with regulations or policies of its government are not to be allocated.

(5) *Methods.* (i) If the member has not employed a method of allocation which is reasonable and in keeping with sound accounting practice, the method of allocation of costs or deductions shall be based on the particular circumstances involved. While the use of one (or more) bases may be appropriate under the circumstances, in establishing the method of allocation, all bases and factors should be considered, including total expenses, asset size, sales, manufacturing expenses, payroll, and time spent. Allocations will be made on the basis of the full cost of an item as opposed to an incremental cost basis. Thus, for example, if an electronic data processing machine, which is rented by the taxpayer, is used by the taxpayer for the joint benefit of itself and other members of a controlled group, an allocation ordinarily will be made of the full rent and cost of operating the machine on the basis of the benefit received by each

member, even if the additional use of the machine for the benefit of the other members did not increase the cost to the taxpayer.

(ii) Practices actually employed to allocate costs or expenses in connection with the preparation of statements and analyses for the use of management, creditors, minority shareholders, joint venturers, clients, customers, potential investors, or other parties or agencies in interest shall be considered by the district director. Similarly, in determining the extent to which allocations are to be made to or by foreign members of a controlled group, practices employed by the domestic members of a controlled group in allocating costs between themselves shall also be considered if the relationships with the foreign members of the group are comparable to the relationships between the domestic members of the group. For example, if, for purposes of reporting to public stockholders or to a governmental agency, a corporation allocates the costs attributable to its executive officers among the domestic members of a controlled group on a reasonable and consistent basis, and such officers exercise comparable control over foreign members of such group, such domestic allocation practice will be taken into consideration in determining the amount of allocations to be made to the foreign members.

(6) *Services which are part of a trade or business.* In lieu of allocating costs or deductions as provided in subparagraph (1) of this paragraph, the district director may allocate income between members of a group of controlled entities to reflect an arm's length charge for the services rendered which is equal to a representative fee or charge which was charged or would have been charged an unrelated party similarly circumstanced for rendering comparable services, in the following cases:

(i) If the member rendering such services is engaged in the trade or business of rendering such services to unrelated parties,

(ii) If the services are rendered to or on behalf of another member of the group which is engaged in the trade or business of rendering services to unrelated parties and the services rendered to or on behalf of the other member constitute a significant portion of the total services rendered to such unrelated parties,

(iii) If the services are rendered to or on behalf of another member of the group in direct connection with the sale to an unrelated party of a unique product constructed or fabricated by the other member in accordance with specifications provided by, or accepted by, the unrelated party,

(iv) If a significant portion of the total services rendered by one member of the group to or for the benefit of another member of the group is or should be reflected as a direct cost in the cost of goods sold of the member receiving the benefit of such services, or

(v) If one member of a group which has a permanent establishment in a particular country renders selling or other related services in connection with sales

made in such country by another member of the group which has no permanent establishment in such country.

(7) *Research and development services.* [Reserved]

(8) *Services rendered in transferring intangibles.* [Reserved]

(9) *Intangible property.* For allocations arising out of the transfer or use of intangible property (including know-how), see paragraph (d) [reserved] of this section.

(c) *Use of tangible property.*—(1) *Allocation of income to owner.* (i) Where possession, use, or occupancy of tangible property owned by one member of a group of controlled entities (referred to in this subparagraph as the owner) is transferred by lease or other arrangement to another member of such group (referred to in this paragraph as the user) without charge or at a charge which is not equal to an arm's length rental charge (as defined in subdivision (ii) of this subparagraph), the district director may allocate income to the owner to properly reflect such arm's length charge. Where possession, use, or occupancy of only a portion of such property is transferred, the determination of the arm's length charge and the allocation shall be made with reference to the portion transferred.

(ii) For the purposes of this paragraph, an arm's length rental charge shall be the amount of rent which was charged, or would have been charged for the use of the same or similar property, during the time it was in use, in independent transactions with unrelated parties under similar circumstances considering the period and location of the use, the owner's investment in the property, expenses of maintaining the property, the type of property involved, its condition, and all other relevant facts. If the owner was not engaged in the trade or business of renting property to unrelated parties, the arm's length rental charge for the taxable year shall be deemed to be equal to the amount specified in subdivision (iii) of this subparagraph unless the taxpayer can establish to the satisfaction of the district director that a different rental charge would have been more appropriate under all the facts and circumstances.

(iii) The amount referred to in subdivision (ii) of this subparagraph for the taxable year shall be equal to the sum of the following amounts attributable to the property:

(a) The amount of depreciation allowable under the method of depreciation used by the owner on its tax return for the taxable year, but not less than the amount of depreciation which would have been allowable for such year if on the first day thereof the property had an adjusted basis equal to 20 percent of the unadjusted basis of the property,

(b) The amount which bears the same ratio to 5 percent of the adjusted basis of the property (determined as of the first day of the taxable year) as the

number of days which the property is owned by the owner (in the taxable year) bears to 365, and

(c) The amount of all expenses directly and indirectly connected with the property paid or accrued by the owner of the property during the taxable year. Such expenses include real estate, personal property, or other taxes on the property, expenses of maintenance and repair, cost of utilities, management expenses, and other similar expenses. Such amount does not include interest expense.

If the property was used by more than one party (whether related or unrelated) during the taxable year of the owner, then only a portion of the sum of the amounts provided in (a) through (c) of this subdivision shall be taken into account with respect to each user. Such portion is that proportion of such sum which the number of days (in the taxable year) the property was actually used by the user bears to the number of days (in the taxable year) the property was used by all parties (whether related or unrelated).

(2) *Allocation of deductions to user.*
(i) Except as provided in subdivision (ii) of this subparagraph, where possession, use, or occupancy of tangible property leased by one member of a controlled group (referred to in this subparagraph as the lessee) is transferred by sublease or other arrangement to another member of such group (referred to in this paragraph as the user) the district director may allocate to the user all deductions claimed by the lessee which are attributable to the property for the period used unless appropriate reimbursement for such deductions is made or arranged for by the user. Where only a portion of such property was transferred, any allocations shall be made with reference to the portion transferred. The deductions for which allocation may be made include the rent paid or accrued by the lessee during the period of use and all other deductions directly and indirectly connected with the property paid or accrued by the lessee during such period. Such deductions include deductions for maintenance and repair, utilities, management, and other similar deductions.

(ii) Where the lessee is engaged in the trade or business of renting property to unrelated parties, and possession, use, or occupancy of tangible property leased by the lessee is transferred by sublease or other arrangement to a user, without charge, or at a charge which is not equal to an arm's length rental charge (as defined in subparagraph (1) (ii) of this paragraph) the district director may allocate income to such lessee to properly reflect such an arm's length rental charge.

(d) *Transfer or use of intangible property.* [Reserved]

SHELDON S. COHEN,

[F.R. Doc. 65-3398; Filed, Mar. 31, 1965; 9:37 a.m.]

FEDERAL POWER COMMISSION

[18 CFR Part 11]

[Docket No. R-272]

ANNUAL CHARGES PRESCRIBED FOR LICENSED PROJECTS

Notice of Proposed Rule Making

MARCH 25, 1965.

1. Notice is hereby given pursuant to section 4 of the Administrative Procedure Act that the Commission proposes to amend § 11.20 of its regulations under the Federal Power Act to provide for the fixing of annual charges to nonpublic licensees (i.e., licensees other than States or municipalities) for hydroelectric projects of more than 2,000 horsepower of installed capacity.

2. Section 10(e) of the Federal Power Act (16 U.S.C. 803(e)) requires that the Commission fix annual charges to licensees to reimburse the United States for its costs in administering Part I of the Act (16 U.S.C. 791-823). Section 11.20 of the regulations under the Federal Power Act, as amended by Order No. 272-A, on June 18, 1964, provides for the fixing of annual charges to nonpublic licensees for projects of more than 2,000 horsepower of installed capacity by distributing the administrative costs attributable to this class of licensee in the proportion which the "annual charge factor" for each of the projects in the class bears to the total of the annual charge factors for all of the projects in the class. The annual charge factor for each project is found according to a formula whose components are the project's authorized installed capacity (measured in horsepower) and the gross annual energy output (measured in kilowatt-hours), as follows:

$$\text{Annual Charge Factor} = \frac{\text{Authorized Installed Horsepower} + 150}{\text{Gross Annual Kwh Generation} / 1,000,000}$$

3. A pumped storage operation involves the generation of electric energy during peak load periods by using water electrically pumped into a storage reservoir during earlier off-peak periods. Although more electric energy is consumed in pumping than is realized from generation, the generated energy is more valuable to the electric system than the pumping energy because of its timely delivery. Thus, after credit is allowed for the energy used in pumping, the benefits to an electric system from pumped storage facilities are only capacity benefits. Consequently, the use of annual energy output as a factor in the above formula appears to cause the annual charges for administrative costs for such facilities to be disproportionately high.

4. The formula proposed to correct this apparent inequity is:

$$\text{Annual Charge Factor} = \frac{\text{Authorized Installed Horsepower} + 150 (\text{Millions of Kwh Gross Generation}) - 100 (\text{Millions of Kwh for Pumping})}{\text{Gross Annual Kwh Generation} / 1,000,000}$$

This formula is designed for use in computing the annual charge factor whether the project has only conventional hydroelectric facilities, only pumped storage facilities, or facilities of both types.

5. For conventional projects, the annual charge factor will be the same under the proposed formula as under the formula now provided in § 11.20 of the regulations under the Federal Power Act. Since the "Kwh for Pumping" factor is necessarily zero for conventional projects, the proposed formula, as applied to them, may be stated as follows:

$$\begin{aligned} \text{Annual Charge Factor} \\ &= \text{Authorized Installed Horsepower} \\ &+ 150(\text{Millions of Kwh Gross Generation}) \end{aligned}$$

This is merely a different expression of the existing formula (which is set forth in paragraph 2. above). If a conventional project had an authorized installed capacity of 500,000 horsepower and a gross annual generation of 800,000,000 kilowatt hours, the annual charge factor would be computed under the existing formula as follows:

$$\begin{aligned} \text{Annual Charge Factor} \\ &= 500,000 + 150 \frac{(800,000,000)}{1,000,000} = 620,000, \end{aligned}$$

and under the proposed formula thus:

$$\begin{aligned} \text{Annual Charge Factor} \\ &= 500,000 + 150(800) - (100 \times 0) = 620,000. \end{aligned}$$

7. For projects having pumped storage facilities, whether pure pumped storage projects or mixed conventional-pumped storage projects, the proposed formula in effect provides that the annual energy output from pumped storage facilities will not be used to increase the annual charge factor (for the rationale, see paragraph 3. above). Because annual energy output from pumped storage facilities may not be measured in all projects, the proposed formula estimates this output as two-thirds of the energy consumed in pumping. This proportion, which is typical of pumped storage operations, is expressed in the formula by the figure 100, by which annual pumping

energy is multiplied, and 150, by which gross annual generation is multiplied.

8. To illustrate the application of the proposed formula, assuming a pure pumped storage project having an authorized installed capacity of 500,000 horsepower, a gross annual generation of 800,000,000 kilowatt hours and utilizing 1,200,000,000 kilowatt hours of pumping energy annually, the annual charge factor under the proposed formula would be computed as follows:

$$\begin{aligned} \text{Annual Charge Factor} \\ &= 500,000 + 150(800) - 100(1200) = 500,000 \end{aligned}$$

In this computation, the "gross annual energy output" component is cancelled by the "pumping energy" component (i.e., $150(800) - 100(1200) = 0$), so that the annual charge factor is fixed only according to the authorized installed horsepower, which is to say, the capacity component.

9. Assuming a mixed conventional-pumped storage project having an authorized installed capacity, including both types of facilities, of 500,000 horsepower, a gross annual generation, again including both types of facilities, of 800,000,000 kilowatt hours, and an annual pumping energy of 600,000,000 kilowatt hours, the annual charge factor would be computed under the proposed formula as follows:

$$\begin{aligned} \text{Annual Charge Factor} \\ &= 500,000 + 150(800) - 100(600) = 560,000 \end{aligned}$$

In this computation, the annual charge factor is fixed according to both the authorized installed horsepower and that part of the gross annual energy output which is attributable to the conventional facilities, the portion of the gross annual energy output attributable to the pumped storage facilities having been removed.

10. Any interested person may submit to the Federal Power Commission on or before April 27, 1965, data, views and comments in writing concerning the amendments proposed herein. The Commission will consider these written submissions before taking any action upon the proposed amendments. An original

and nine copies of any such submissions should be filed.

11. This amendment to the Commission's regulations under the Federal Power Act is proposed to be issued under the authority granted by the Federal Power Act, as amended, particularly subsection 10(e) thereof (41 Stat. 1069, 49 Stat. 843; 16 U.S.C. 803(e)).

12. For reasons stated above, the Commission proposes to amend Part 11, *Annual Charges*, Chapter I of Title 18 of the Code of Federal Regulations, by revising subparagraphs (3) and (4) of paragraph (a) of § 11.20 to read as follows:

§ 11.20 Costs of administration.

* * * * *

(a) * * *

(3) The annual charge factor for each such project shall be its authorized installed capacity (horsepower); plus 150 times its gross annual energy output in kilowatt hours divided by one million; less 100 times the annual energy used for pumped storage pumping in kilowatt hours divided by one million. This is equivalent to the following:

$$\begin{aligned} \text{Annual Charge Factor} \\ &= \text{Authorized Installed Horsepower} \\ &+ 150(\text{Millions of Kwh Gross Generation}) \\ &- 100(\text{Millions of Kwh for Pumping}) \end{aligned}$$

In no event shall the annual charge factor be less than the authorized horsepower capacity for the licensed project.

(4) To enable the Commission to determine such charges annually, each such licensee shall file with the Commission, on or before February 1 of each year, a statement under oath showing the gross amount of power generated (or produced by nonelectrical equipment), and the amount of power used for pumped storage pumping, by the project during the preceding calendar year, expressed in kilowatt hours.

* * * * *

By direction of the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3314; Filed, Mar. 31, 1965; 8:45 a.m.]

Notices

DEPARTMENT OF THE INTERIOR Bureau of Land Management CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

MARCH 24, 1965.

The Bureau of Land Management, U.S. Department of the Interior, has filed an application Serial Number Sacramento 079389 for the withdrawal of the lands described below. The lands listed below in the Humboldt Meridian are to be withdrawn from all forms of appropriation under the public land laws including the mining laws but not the mineral leasing laws; and, the lands listed below in the Mount Diablo Meridian are to be withdrawn from location, entry, and purchase under the mining laws but not to be withdrawn from filing of applications and offers under the mineral leasing laws. The applicant desires the land for campgrounds and recreation sites. For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Room 4201, U.S. Courthouse and Federal Building, 650 Capitol Mall, Sacramento, Calif., 95814.

The Department's regulations (43 CFR 2311.1-3(c)) provide that the authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with a view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

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

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

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

The lands involved in the application are:

CALIFORNIA

MOUNT DIABLO MERIDIAN

Sheldon Creek Recreation Site

T 13 N., R. 10 W.,
Sec. 29, S $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$.

Red Mountain Camp

T. 14 N., R. 11 W.,
Sec. 17, lots 2 and 7.

Mayacmas Camp

T. 15 N., R. 11 W.,
Sec. 17, SW $\frac{1}{4}$.

Willow Creek Camp

T. 15 N., R. 11 W.,
Sec. 29, W $\frac{1}{2}$;
Sec. 30, lots 10 and 11.

HUMBOLDT MERIDIAN

Midway Primitive Camp

T. 4 S., R. 1 E.,
Sec. 8, NW $\frac{1}{4}$ NE $\frac{1}{4}$.

Horse Mountain Recreation Site

T. 4 S., R. 1 E.,
Sec. 21, lot 1.

Tolkan Recreation Site

T. 4 S., R. 1 E.,
Sec. 27, NE $\frac{1}{4}$ SW $\frac{1}{4}$.

Nadelos Recreation Site

T. 5 S., R. 2 E.,
Sec. 18, lot 12.

Wailacki Recreation Site

T. 5 S., R. 2 E.,
Sec. 18, lot 14.

The areas described aggregate approximately 893 acres.

[SEAL]

JOHN E. CLUTE,
Acting Manager,
Sacramento Land Office.

[F.R. Doc. 65-3338; Filed, Mar. 31, 1965;
8:48 a.m.]

[Montana 069549]

MONTANA

Order Providing for Opening of Public Lands

MARCH 25, 1965.

1. In an exchange of lands made under the provisions of section 8 of the Act of June 28, 1934 (48 Stat. 1269), as amended June 26, 1936 (49 Stat. 1976; 43 U.S.C. 315g), the following described lands have been reconveyed to the United States:

PRINCIPAL MERIDIAN, MONTANA

T. 9 S., R. 50 E.,
Sec. 1, SE $\frac{1}{4}$ SE $\frac{1}{4}$.

T. 9 S., R. 51 E.,
Sec. 6, Lot 4, W $\frac{1}{2}$ NE $\frac{1}{4}$, and NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 7, Lots 2, 3, and 4, NW $\frac{1}{4}$ NE $\frac{1}{4}$,
S $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 8, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 17, NE $\frac{1}{4}$ NW $\frac{1}{4}$.

The areas described aggregate 824.13 acres.

2. The subject lands are located approximately 8 to 9 miles southwest of Biddle, Mont., in Powder River County. Topography of the lands varies from gently rolling to rough and broken traversed by intermittent drainages. Elevation is approximately 3,500 feet above mean sea level. Access to the lands is available by ranch trail across intermingled private and public lands. Vegetative cover consists of native short

and mid grasses. Principle species include blue grama, western wheat, green needle, and needle and thread grasses. Dominant shrub species is silver sage. The lands also have scattered ponderosa pine included in the general aspect. The lands are not suited for cultivation. They are remote from established communities and have no value for development as residential, commercial, or industrial property. The lands have value for game habitat, forage production, domestic livestock, and watershed.

3. No application for these lands will be allowed under the homestead, desert land, or any other nonmineral public land laws, unless the lands have already been classified as valuable, or suitable for such type of application, or shall be so classified upon consideration of a petition-application. Any petition-application that is filed will be considered on its merits. The lands will not be subject to occupancy or disposition until they have been classified.

4. Subject to any existing valid rights and the requirements of applicable law, the lands described in paragraph 1 hereof, are hereby opened to the filing of petition-applications, selections, and locations in accordance with the following:

(a) Petition-applications and selections under the nonmineral public land laws, except applications under the Small Tract Act, may be presented to the Manager mentioned below, beginning on the date of this order. Such petition-applications and selections will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs:

(1) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid petition-applications and selections under the nonmineral public land laws presented prior to 10 a.m., May 3, 1965, will be considered as simultaneously filed at that hour. Rights under such petition-applications and selections filed after that hour will be governed by the time of filing.

(b) The mineral rights in the lands described in paragraph 1 have been retained by the previous owner, as provided in section 8 of the Act of June 28, 1934 (48 Stat. 1272), as amended.

5. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing petition-applications which may be filed pursuant to this notice can be found in

Title 43 of the Code of Federal Regulations.

6. Inquiries concerning these lands should be addressed to the Land Office Manager, Montana Land Office, Billings, Mont., 59101.

BETTY B. BALTRUSCH,
Acting Land Office Manager.

[F.R. Doc. 65-3339; Filed, Mar. 31, 1965;
8:48 a.m.]

[Montana 069783]

MONTANA

Order Providing for Opening of Public Lands

MARCH 26, 1965.

1. In an exchange of lands made under the provisions of section 8 of the Act of June 28, 1934 (48 Stat. 1269), as amended June 26, 1936 (49 Stat. 1976), the following described lands have been reconveyed to the United States:

PRINCIPAL MERIDIAN, MONTANA

T. 4 S., R. 57 E.,
Sec. 21, NE $\frac{1}{4}$;
Sec. 22 N $\frac{1}{2}$.

The area described contains 480 acres.

2. The area described is located approximately 7 miles west of Ridgeway, Carter County, Mont. The topography is gently rolling. Soils are shallow clay loam to sandy clay loam. The lands contain range improvements to the extent of two livestock reservoirs and are fenced on the south and east boundaries. The lands are not suited for production of cultivated crops. The cover of the subject lands is dominantly native grasses consisting of the following species: green needle, western wheat, blue grama, needle and thread, and sandberg bluegrass. The lands are accessible by ranch trail over intermingled private and public domain lands.

3. No application for these lands will be allowed under the homestead, desert land, or any other nonmineral public land law, unless the lands have already been classified as valuable, or suitable for such type of application, or shall be so classified upon consideration of a petition-application. Any petition-application that is filed will be considered on its merits. The lands will not be subject to occupancy of disposition until they have been classified.

4. Subject to any existing valid rights and the requirements of applicable law, the lands described in paragraph 1 hereof, are hereby opened to the filing of petition-applications, selections, and locations in accordance with the following:

(a) Petition-applications and selections under the nonmineral public land laws, except applications under the Small Tract Act, may be presented to the Manager mentioned below, beginning on the date of this order. Such petition-applications and selections will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs:

(1) Applications by persons having prior existing valid settlement rights, preference rights conferred by existing

laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid petition-applications and selections under the nonmineral public land laws presented prior to 10 a.m., May 3, 1965, will be considered as simultaneously filed at that hour. Rights under such petition-applications and selections filed after that hour will be governed by the time of filing.

(b) No minerals were acquired. The United States did not convey the minerals when the lands were originally patented and the land has been subject to the operation of the mining and mineral leasing laws at all times.

5. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing petition-applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

6. Inquiries concerning these lands should be addressed to the Land Office Manager, Montana Land Office, Billings, Mont., 59101.

BETTY B. BALTRUSCH,
Acting Land Office Manager.

[F.R. Doc. 65-3340; Filed, Mar. 31, 1965;
8:48 a.m.]

WASHINGTON

Notice of Proposed Withdrawal and Reservation of Lands: Correction

In Federal Register Document 65-2506 appearing at page 3324 of the issue for March 11, 1965, the sixth paragraph should read:

The lands involved in the application are:

WILLAMETTE MERIDIAN

T. 32 N., R. 45 E.
Section 21, All

The area described aggregates approximately 640 acres.

JOHN E. BURT, Jr.,
Officer in Charge.

[F.R. Doc. 65-3341; Filed, Mar. 31, 1965;
8:48 a.m.]

ALASKA

Notice of Proposed Withdrawal and Reservation of Lands

MARCH 25, 1965.

The Bureau of Indian Affairs has filed an application, Serial Number Fairbanks 033692, for withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the mining laws, mineral leasing laws, grazing laws, and disposal of materials under the Material Act of 1947, as amended. The applicant desires the land for establishment of a school re-

serve under the Act of May 31, 1938 (52 Stat. 593; 48 U.S.C. 353a).

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Fairbanks District and Land Office, Post Office Box 1150, Fairbanks, Alaska.

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

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

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

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

The lands involved in the application are:

KWIGILLINGOK, ALASKA

Beginning at Corner No. 1, which is identical with Corner No. 1 of U.S.S. 2042 at Kwigillingok, Alaska, thence N. 68°42' W., 4.46 ch. to Corner No. 2, thence N. 56°59' W., 3.03 ch. to Corner No. 3, thence N. 30°01' E., 3.04 ch. to Corner No. 4, thence S. 56°59' E., 3.03 ch. to Corner No. 5, thence S. 80°25' E., 9.24 ch. to Corner No. 6, thence S. 7°14' E., 1.78 ch. to Corner No. 7, thence S. 82°46' W., 6.90 ch. to Corner No. 1 and point of beginning.

What will be when surveyed: U.S. Survey 4098, Alaska.

The area described aggregates 3.91 acres.

ROSS A. YOUNGBLOOD,
Manager,
Fairbanks District and Land Office.

[F.R. Doc. 65-3347, Filed, Mar. 31, 1965;
8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

FOOD STAMP PROGRAM

Notice of Effective Date

Notice is hereby given that effective April 1, 1965, the Food Stamp Program (7 CFR Ch. XVI) shall supersede the Pilot Food Stamp Program (6 CFR Part 540) in the following geographical areas:

- (1) Franklin County, Ill.
- (2) Rice County, Kans.

- (3) Cuyahoga County, Ohio.
- (4) Lucas County, Ohio.
- (5) City of Pittsburgh, Pa.
- (6) Cambria County, Pa.
- (7) Fayette County, Pa.
- (8) Luzerne County, Pa.

Dated: March 26, 1965.

ROY W. LENNARTSON,
Associate Administrator.

Approved: March 29, 1965.

GEORGE L. MEHREN,
Assistant Secretary.

[F.R. Doc. 65-3357; Filed, Mar. 31, 1965;
8:50 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-235]

GENERAL DYNAMICS CORP.

Notice of Application for Utilization Facility License

Please take notice that General Dynamics Corporation, under section 104c of the Atomic Energy Act of 1954, has submitted an application for a license to construct and operate an Accelerator Pulsed Fast Critical Assembly nuclear reactor for research at the Corporation's John Jay Hopkins Laboratory site at Torrey Pines Mesa, California. A copy of the application is available for public inspection in the AEC Public Document Room, located at 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 24th day of March 1965.

For the Atomic Energy Commission.

SAUL LEVINE,
Chief, Test and Power Reactor
Safety Branch, Division of
Reactor Licensing.

[F.R. Doc. 65-3351; Filed, Mar. 31, 1965;
8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15991; Order E-21952]

EASTERN AIR LINES, INC., ET AL.

Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 26th day of March 1965.

Individual and group coach excursion fares proposed by Eastern Air Lines, Inc., National Airlines, Inc., Northeast Airlines, Inc.; Docket 15991.

On February 15, 1965, Northeast Airlines, Inc., filed tariff revisions¹ marked to become effective April 24, 1965, proposing group round-trip jet coach excursion fares between Miami/Ft. Lauderdale, on the one hand, and Boston, New York, and Philadelphia, on the other. Fares are proposed for groups of 25 or more passengers. The fares are applicable on Tuesday and Wednesday, and on Monday and Thursday where the

fares are \$4.00 higher than the fares for Tuesday and Wednesday. For example, the New York-Miami round-trip fare, which is representative of the fares for the other segments, would be \$94.00 on Monday and Thursday, and \$90.00 on Tuesday and Wednesday. These fares range from approximately 130 to 160 percent of Northeast's one-way day coach fares. The proposed fares expire with December 16, 1965.

Eastern Air Lines, Inc., has filed tariff revisions matching Northeast's group fares and provisions,² marked to become effective April 24, 1965. In addition, Eastern has filed a new tariff,³ effective April 15, 1965, proposing group round-trip jet coach excursion fares applicable to groups of 25 or more passengers traveling on Tuesday and Wednesday, provided tickets are purchased in connection with a fully prepaid advertised air tour, the total price of such tour being not less than the applicable fare plus \$28.00 for each passenger. The proposed group fares, except for the restriction requiring purchase of an air tour, are equal to the group fares proposed by Northeast and Eastern. National Airlines, Inc., has not filed group excursion fares similar to those of Northeast and Eastern, but has filed revised individual excursion fares⁴ at the level of the group fares of Northeast.

National and Eastern have filed complaints requesting suspension and investigation of the group fares proposed by Northeast, and National has also filed a complaint against the group tour basing fares of Eastern. The complaints allege that the fares of Northeast are difficult to understand; that the first-class excursion fares for the 1965 summer season are considerably lower than those in 1964; and that such group fares would be unreasonably discriminatory and unjust. National's complaint against the tour basing fares states that these fares are subject to the same inadequacies as the group fares of Northeast and that additionally will subject passengers to undue pressure to buy land accommodations. Northeast has filed a complaint against the individual excursion fares of National requesting their suspension on the ground that such fares are unsupported and constitute an improper effort to destroy the group fares in the Florida market. Northeast, National, and the Southern Florida Hotel and Motel Association have filed answers to the complaints.

In support of its tariff filings and in answer to the complaints against group fares, Northeast asserts that it believes

¹ Eastern Air Lines, Inc.'s C.A.B. No. 150, bearing a posting date of Mar. 1, 1965.

² Eastern Air Lines, Inc., Group Passenger Tariff C.A.B. No. 172, bearing a posting date of Mar. 1, 1965.

³ Revisions to National Airlines, Inc., Local Round-Trip Excursion Tariff C.A.B. No. 86, bearing a posting date of Feb. 18, 1965. National's earlier filed fares for individuals (\$99.00 for New York-Miami) have already been approved by the Board and will become applicable during the period Apr. 26, 1965 through Dec. 10, 1965. Eastern and Northeast have filed individual excursion fares equal to National's, also applicable during the same period.

there is a market for its group fares by persons desiring to purchase such transportation for off-peak travel, and who would not, or could not, travel at higher fares. Northeast alleges that the Board has long recognized the desirability of promotional fares in the Florida market; that group fares with the reductions of the magnitude proposed are well established; and that this type of promotional fares to Florida has been effective, as shown by an industry traffic growth of 12.2 percent in these markets for the period from May through December 1964, as compared with the same period in 1963. The carrier indicates that the \$4.00 fare differential between Monday and Thursday fares as compared to the fares for Tuesday and Wednesday will serve as a traffic equalizer and that its proposal will stimulate traffic and smooth out daily traffic fluctuations.

Turning first to the proposed group fares, we find no basis for an investigation and, therefore, the carriers' complaints requesting investigation and suspension will be dismissed.⁵ Group travel has normally been considered to entail lower costs and value than individual travel, and group fares are normally set below individual fares. In this instance, the proposed group fares would be \$5.00 less than the individual excursion fare on Mondays and Thursdays and \$9.00 less on Tuesdays and Wednesdays. These differentials appear reasonably related to cost and value of service differences from the individual fare service. Moreover, data for the 1964 summer season indicate much lower load factors on Tuesdays and Wednesdays than on Mondays and Thursdays. The proposed fares may assist in leveling these variations in daily traffic.

We reach a different conclusion with respect to National's proposal to reduce its existing \$99.00 individual excursion fare to the \$94.00 and \$90.00 levels of the group fares. The \$99.00 fare represents a very substantial discount from the normal jet coach fare and is well below the individual excursion fares permitted by the Board for the 1964 summer season. Very substantial increases in traffic will be required to maintain current revenue levels in these markets without the added impact of the proposed further cut in fares. Moreover, daily load factor data suggest that in 1964 the discount fares then available tended to overcorrect the peak weekend traffic situation. It is therefore likely that the proposed fares may not only result in lower total revenues but will perpetuate the diseconomies of the traffic peaks and valleys. Finally, we are aware of the long history of competitive discount fare filings in these markets and the frequent necessity in the past for Board intervention in order to preserve sound economic con-

⁵ With respect to Eastern's tour basing group fare, the Board has permitted such fares to become effective in recent years pending investigation. In view of the limited period of applicability of the instant filing, and the likelihood that the tariff will have expired before any investigation could be completed, we have determined not to institute an investigation at this time.

¹ Revisions to Northeast Airlines, Inc., Local Group Passenger Tariff, C.A.B. No. 49, bearing a posting date of Feb. 16, 1965.

NOTICES

ditions in the industry. Accordingly, we find that National's proposed individual excursion fares may be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, and that such fares should be investigated. In consideration of the potential adverse effect on the carriers' revenues, we will suspend these fares pending such investigation.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a), and 1002 thereof: *It is ordered*, That:

1. An investigation is instituted to determine whether the fares and provisions described in Appendix A attached hereto,⁶ and rules, regulations, or practices affecting such fares and provisions, are or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful to determine and prescribe the lawful fares and provisions, and classifications, rules, regulations, and practices affecting such fares and provisions.

2. Pending hearing and decision by the Board, the fares and provisions described in Appendix A hereto are suspended and their use deferred to and including July 2, 1965, unless otherwise ordered by the Board, and that no changes be made therein, during the period of suspension except by order or special permission of the Board;

3. The complaints in Dockets 15899, 15902, 15908, and 15915, are dismissed, except to the extent granted herein;

4. The proceeding ordered herein be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated; and

5. Copies of this order shall be filed with the affected tariffs and shall be served upon Eastern Air Lines, Inc., National Airlines, Inc., Northeast Airlines, Inc., and the Southern Florida Hotel and Motel Association, who are hereby made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.⁷

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-3352; Filed, Mar. 31, 1965;
8:49 a.m.]

CIVIL SERVICE COMMISSION

GENERAL STATISTICIAN

Notice of Manpower Shortage

Under the provisions of section 7(b) of the Administrative Expenses Act of 1946, as amended, the Civil Service Commission has found, effective March 9, 1965, that there is a manpower shortage for the position of Statistician (General), GS-1530-12, Cleveland, Ohio.

⁶ Appendix A filed as part of original document.

⁷ Concurring and dissenting statement of Chairman Boyd filed as part of original document.

Comparable positions not subject to the Classification Act also are covered. Appointees to these positions may be paid for the expenses of travel and transportation to their duty station.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
*Executive Assistant to
the Commissioners.*

[F.R. Doc. 65-3353; Filed, Mar. 31, 1965;
8:49 a.m.]

FEDERAL DEPOSIT INSURANCE CORPORATION

WESTERN MARYLAND TRUST CO.

Notice of Application for Exemption

Pursuant to authority granted the Corporation under sections 12(h) and 12(i) of the Securities Exchange Act of 1934, as amended, notice is hereby given to all interested parties that the Western Maryland Trust Co., Frederick, Md., has applied to the Federal Deposit Insurance Corporation for exemption from certain provisions of that Act. The bank has asked the Corporation to exempt it, its officers, directors and certain controlling persons from the requirements of sections 12, 13, 14, and 16 of the Act.

Notice is hereby given that interested persons will have opportunity to present their written views or comments on this application on or before April 20, 1965. Communications should be addressed to the Secretary, Federal Deposit Insurance Corporation, 550 17th Street NW., Washington, D.C., 20429.

Dated this 26th day of March 1965.

FEDERAL DEPOSIT INSURANCE CORPORATION,
[SEAL] E. F. DOWNEY,
Secretary.

[F.R. Doc. 65-3343; Filed, Mar. 31, 1965;
8:48 a.m.]

LUDLOW SAVINGS BANK & TRUST CO.

Notice of Application for Exemption

Pursuant to authority granted the Corporation under sections 12(h) and 12(i) of the Securities Exchange Act of 1934, as amended, notice is hereby given to all interested parties that the Ludlow Savings Bank & Trust Co., Ludlow, Vt., has applied to the Federal Deposit Insurance Corporation for exemption from certain provisions of that Act. The bank has asked the Corporation to exempt it, its officers, directors and certain controlling persons from the requirements of sections 12, 13, 14, and 16 of the Act.

Notice is hereby given interested persons will have opportunity to present their written views or comments on this application on or before April 20, 1965. Communications should be addressed to the Secretary, Federal Deposit Insurance Corporation, 550 17th Street NW., Washington, D.C., 20429.

Dated this 26th day of March 1965.

FEDERAL DEPOSIT INSURANCE CORPORATION,
[SEAL] E. F. DOWNEY,
Secretary.

[F.R. Doc. 65-3344; Filed, Mar. 31, 1965;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP65-166]

CITIES SERVICE GAS CO.

Notice of Petition To Amend

MARCH 26, 1965.

Take notice that on March 19, 1965, Cities Service Gas Co. (Petitioner), filed in Docket No. CP65-166 a petition to amend the certificate of public convenience and necessity granted by Commission order issued in this docket on March 22, 1965,¹ which certificate granted Petitioner "budget-type" authorization for the construction and operation of various gas sales and transportation facilities in conformity with the provisions of § 157.7(c) of the regulations under the Natural Gas Act, and which more particularly authorized facilities for the sale of natural gas for the purpose specified in § 157.7(c) (1) (ii) of such regulations.

By the instant filing, Petitioner seeks amendment of said certificate by requesting that the conditions specified in § 157.7(c) (1) (ii) with regard to the use of the gas delivered by means of the facilities therein authorized be waived by the Commission so as to allow deliveries for the purposes herein listed, in addition to those provided in said § 157.7(c) (1) (ii), namely, oil field and lease operations (e.g., secondary recovery projects and pump stations), warehouses, machine shops, recreation and park facilities, truck stops consisting of restaurants, motels and filling stations, manufacturing and fabricating operations, cemeteries, house trailer parks, sewage disposal plants, and mining and milling operations.

The petition states that no potential customer would use more than 100,000 Mcf annually, and further states that none of the requested volumes of gas would replace or supplement gas purchased by such potential customers from a distributor or other natural gas company.

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) and the regulations under the Natural Gas Act (157.10) on or before April 26, 1965.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3315; Filed, Mar. 31, 1965;
8:46 a.m.]

¹ The instant filing was submitted as an amendment to Petitioner's application pending in Docket No. CP65-166. However since a certificate has been granted in this docket by Commission order issued March 22, 1965, the instant filing is being treated as a petition to amend said certificate.

[Docket No. CP65-292]

COLORADO INTERSTATE GAS CO.

Notice of Application

MARCH 26, 1965.

Take notice that on March 19, 1965, Colorado Interstate Gas Co. (Applicant), Colorado Springs, Colo., filed in Docket No. CP65-292 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act, as implemented by § 157.7(c) of the regulations under the Act, for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to construct during calendar year 1965 and operate various gas sales measurement facilities and mainline or lateral taps, for sales to existing resale customers. The application states that natural gas deliveries to any one customer through the proposed facilities will not exceed 100,000 Mcf annually, and that such gas will not be used for boiler fuel purposes.

Total estimated cost of Applicant's proposed construction is not to exceed \$115,000, with no single project expenditure to exceed \$20,000, and will be financed with current working funds.

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) and the regulations under the Natural Gas Act (157.10) on or before April 26, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, and the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if 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.

JOSEPH H. GUTRIE,
Secretary.

[F.R. Doc. 65-3316; Filed, Mar. 31, 1965;
8:46 a.m.]

No. 62—5

[Project No. 2338]

CONSOLIDATED EDISON CO. OF
NEW YORK, INC.Notice of Alternative Overhead Trans-
mission Line Routes of Cornwall
Pumped Storage Project

MARCH 26, 1965.

In its order issuing a license in Project No. 2338, which accompanied its Opinion No. 452, issued March 9, 1965, the Commission approved project works of the Cornwall Pumped Storage Project including submarine and underground transmission facilities from the powerhouse to and including the Cornwall East Switching Station at Nelsonville, N.Y. Transmission from Nelsonville to Consolidated Edison's transmission line grid would consist initially of a 345 kilovolt double circuit overhead transmission line with a right-of-way designed to accommodate the initial transmission of 2,000,000 kilowatts of power and the future transmission of at least 3,000,000 kilowatts. The Commission reserved decision on the location and width of the overhead transmission line right-of-way between Nelsonville and the company's transmission line grid. Between Millwood and Sprain Brook, New York, the project transmission line would replace a power line on an existing right-of-way. Set forth below are potential transmission line routes.

Potential Route No. 1. Under this proposal the overhead transmission line would extend as follows: (1) From the Cornwall East Switching Station at Nelsonville northeasterly, paralleling New York State Route 301 to a point a short distance west of McKeel Corners in the town of Philipstown; (2) from there southeasterly around the southern edge of Clarence Fahnestock Memorial State Park to a point near Gilbert Corners in the town of Putnam Valley; (3) from thence southerly and southwesterly down Canopus Valley to a point on the Catskill Aqueduct near Continental Village in the town of Philipstown; (4) from there southeasterly along the Catskill Aqueduct route to a point between Toddville and Crompond in the town of Cortlandt; (5) the route would then leave the Catskill Aqueduct, generally southerly, passing west of Dickerson Pond to a point on the Buchanan-Millwood transmission line right-of-way near Woodybrook in the town of Cortlandt; (6) the remainder of the transmission line would occupy existing rights-of-way to Millwood in the town of New Castle and from Millwood south to Sprain Brook in the City of Yonkers.

Potential Route No. 2. Under this proposal the overhead transmission line would extend as follows: (1) From the Cornwall East Switching Station at Nelsonville northeasterly, paralleling New York State Route 301 to a point a short distance west of McKeel Corners in the

town of Philipstown; (2) from there northeasterly north of Round Hill through the valley of Clove Creek to Wicoppee Pass; (3) from thence northeasterly around Clarence Fahnestock Memorial State Park to a point of intersection with the Company's existing right-of-way from Pleasant Valley (Dutchess County); (4) the point of intersection would be approximately four-tenths of a mile north of Fahnestock Park in the town of Kent in Putnam County; (5) Consolidated Edison has an existing right-of-way between Pleasant Valley and Millwood, presently occupied by two tower lines; (6) the present proposal contemplates that this corridor would be widened through the towns of Kent, Putnam Valley, Carmel, Yorktown, and New Castle, as far south as Millwood, the width to be considered at the hearing; (7) from Millwood to Sprain Brook the project transmission line would replace a power line on an existing right-of-way without the necessity of widening the corridor.

Potential Route No. 3. Under this proposal the overhead transmission line would extend as follows: (1) From the Cornwall East Switching Station at Nelsonville northeasterly, paralleling New York State Route 301 to a point a short distance west of McKeel Corners in the town of Philipstown; (2) from there southeasterly around the southern edge of Clarence Fahnestock Memorial State Park to a point near Gilbert Corners in the town of Putnam Valley; (3) thence northeasterly to a point north of North Shore Road, around the southern border of Fahnestock Park, around a hill north of this road; (4) thence southeasterly, east of Christian Corners and between Prospect Hill and Tinker Hill, across Peekskill Hollow Road; (5) from there southeasterly across the Taconic State Parkway about one-half mile south of Bryant Pond to a point in the town of Putnam Valley near its easterly boundary and about one mile south of the Carmel Substation of the New York State Electric & Gas Corp., where the route would intersect the company's existing right-of-way from Pleasant Valley (Dutchess County); (6) Consolidated Edison has an existing right-of-way between Pleasant Valley and Millwood, presently occupied by two tower lines; (7) the present proposal contemplates that this corridor would be widened through the towns of Carmel, Putnam Valley, Yorktown and New Castle, as far south as Millwood, the width to be considered at the hearing; (8) from Millwood to Sprain Brook the project transmission line would replace a power line on an existing right-of-way without the necessity of widening the corridor.

Potential Route No. 4. Under this proposal the overhead transmission line would extend as follows: (1) From the Cornwall East Switching Station at Nelsonville northeasterly, paralleling New York State Route 301, across New York

State Route 9 near McKeel Corners to the vicinity of Fahnestock Corners; (2) from the vicinity of Fahnestock Corners across New York State Route 301 and southeasterly across lands owned by the State of New York and administered by the Taconic State Park Commission for a distance of about 7,000 feet; (3) thence continuing southeasterly, north of Oscawana Lake, east of Christian Corners, and between Prospect Hill and Tinker Hill across Peekskill Hollow Road; (4) from there southeasterly across the Taconic State Parkway about one-half mile south of Bryant Pond to a point in the town of Putnam Valley near its easterly boundary and about one mile south of the Carmel Substation of the New York State Electric & Gas Corp., where the route would intersect the company's existing right-of-way from Pleasant Valley (Dutchess County); (5) Consolidated Edison has an existing right-of-way between Pleasant Valley and Millwood, presently occupied by two tower lines; (6) the present proposal contemplates that this corridor would be widened through the towns of Carmel, Putnam Valley, Yorktown, and New Castle, as far south as Millwood, the width to be considered at the hearing; (7) from Millwood to Sprain Brook the project transmission line would replace a power line on an existing right-of-way, additional widening required, if any, to be considered at the hearing.

The Commission on March 9, 1965, ordered a further hearing to be held commencing on May 4, 1965, at 10 a.m., e.d.s.t., in a Commission hearing room in Washington, D.C., for the reception of additional evidence addressed to the determination of the best route for the overhead transmission lines to be included in the license and the design of the fish protective facilities (see 30 F.R. 3728, Mar. 20, 1965), and provided that petitions to intervene respecting such matters may be submitted on or before April 16, 1965. The time previously fixed within which to file petitions to intervene with respect to overhead transmission and the design of fish protective facilities, is hereby extended to and including May 3, 1965.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3317; Filed, Mar. 31, 1965;
8:46 a.m.]

[Docket No. CP65-291]

EL PASO NATURAL GAS CO.

Notice of Application

MARCH 25, 1965.

Take notice that on March 17, 1965, El Paso Natural Gas Co. (Applicant), El Paso, Tex., filed in Docket No. CP65-291 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and delivery of natural gas, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization for the sale and delivery of natural gas to Intermountain Gas Co. (Intermountain), for transportation to

and resale and general distribution in Eagle, Star, and Middleton, Idaho, and their environs. The application states that the proposed sale will be made through and by means of existing facilities of Applicant, and further states that the annual and peak day requirements of Intermountain in the third full year of service will be 59,592 Mcf and 500 Mcf respectively.

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) and the regulations under the Natural Gas Act (157.10) on or before April 26, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, and the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if 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.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3318; Filed, Mar. 31, 1965;
8:46 a.m.]

[Docket No. CP65-288]

FLORIDA GAS TRANSMISSION CO.

Notice of Application

MARCH 25, 1965.

Take notice that on March 16, 1965, Florida Gas Transmission Co. (Applicant), Winter Park, Fla., filed in Docket No. CP65-288 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to construct and operate approximately 2.04 miles of 4½-inch lateral pipeline, together with meter and regulator facilities, extending from Applicant's existing 8-inch Sarasota lateral near Pierce, Fla., to the proposed facilities of Consumers Cooperative Association (Consumers) to be located at Green Bay, Polk County, Fla., for the sale and delivery of up to 1,550 M³B.t.u. of natural gas per day and up to 450,000 M³B.t.u. annually to Consumers for use in its proposed chemical plant.

Total estimated cost of Applicant's proposed construction is \$68,000, and will be financed with cash on hand.

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) and the regulations under the Natural Gas Act (157.10) on or before April 26, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, and the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if 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.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3319; Filed, Mar. 31, 1965;
8:46 a.m.]

[Docket No. E-7213]

INTERSTATE POWER CO.

Notice of Application

MARCH 25, 1965.

Take notice that on March 18, 1965, an application was filed with the Federal Power Commission pursuant to section 204 of the Federal Power Act by Interstate Power Co. (Applicant), seeking an order authorizing the issuance of \$14,000,000 principal amount of First Mortgage Bonds, due 1995, 166,000 shares of its authorized but unissued Preferred Stock of the par value of \$50 per share, and 200,498 shares of additional Common Stock of the par value of \$3.50 per share.

Applicant is a corporation organized under the laws of the State of Delaware and qualified to transact business in the States of Illinois, Iowa, Minnesota, and South Dakota with its principal business office in Dubuque, Iowa. Applicant is an operating public utility serving electric energy in 3 counties in the State of Illinois, 21 counties in the State of Iowa, 21 counties in the State of Minnesota, and 1 county in the State of South Dakota.

The Bonds proposed to be issued will be in the aggregate principal amount of \$14,000,000 and will bear interest at a rate and shall be sold at a price to be determined by competitive bids which the Applicant proposes publicly to invite pursuant to the requirements of § 34.1a(b) of the Commission's regulations under the Federal Power Act. The Bonds will be dated as of May 1, 1965, and will be expressed to mature by May 1, 1995.

Applicant proposes to issue 166,000 shares of its authorized but unissued Preferred Stock of the par value of \$50

per share. The dividend rate is proposed to be determined pursuant to competitive bidding on or about May 19, 1965, and to be sold in accordance with the requirements of § 34.1a(b) of the Commission's regulations.

Applicant also proposes to offer for subscription by its common stockholders 178,598 shares of additional Common Stock on the basis of 1 additional share for each 20 shares held of record. According to the application, the 21,900 additional shares included in the 200,498 shares (maximum) covered by this application will be issued only to the extent, if any, that it is necessary to issue more than 178,598 shares by reason of the exercise of "Incidental Rights" to satisfy "Primary Subscription Rights." It is also proposed to issue and sell to underwriters at competitive bidding such of the 178,598 shares of additional Common Stock as shall not be subscribed for pursuant to the company's proposed subscription offer. The closing date for the issuance of the Common Stock is tentatively fixed for June 11, 1965. The Applicant represents that the price at which the additional Common Stock will be offered to common stockholders for subscription will be determined by the Board of Directors of the Applicant shortly before the proposed offering date, such price to be fixed in relation to, and at an appropriate discount from, the then market price of Applicant's presently issued and outstanding Common Stock. Applicant further represents that the compensation of the underwriters for their several commitments to purchase any such unsubscribed stock at such price is proposed to be fixed by competitive bidding to be conducted in accordance with the requirements of § 34.1a (b) of the Commission's regulations. It is presently proposed that sealed, written bids for the purchase of the unsubscribed stock will be opened at 3:45 p.m., New York time, on May 18, 1965, and that an amendment to this application giving the subscription price and the results of such competitive bidding will be filed on May 19, 1965 with this Commission and that a similar amendment will be filed with the Illinois Commerce Commission.

According to the application, the net proceeds to be received by the Applicant from the issuance and sale of the \$14,000,000 principal amount of New Bonds (estimated at \$13,911,026), the shares of New Preferred Stock (estimated at \$8,254,449) and the shares of Additional Common Stock (estimated at \$4,843,595) will be used by the Applicant, first, to discharge \$6,800,000 principal amount of 4½ percent Promissory Notes evidencing bank loans made by the Applicant during 1964 which were used to pay for a portion of its construction program; secondly, to redeem the 80,000 shares of outstanding 5½ percent Preferred Stock at the redemption price of \$53.175 per share, plus accrued dividends thereon to the redemption date (the aggregate of which is estimated at \$309,000); and finally, towards payment of the \$20,990,000 construction program of the Applicant for 1965, including \$10 million for construction of Unit No. 2 at the Appli-

cant's Milton L. Kapp generating plant at Clinton, Iowa, \$4 million for transmission line construction and some \$6.9 million for construction of other miscellaneous facilities.

Any person desiring to be heard or to make any protest with reference to said application should on or before April 15, 1965, file with the Federal Power Commission, Washington, D.C., 20426, petitions or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3320; Filed, Mar. 31, 1965;
8:46 a.m.]

[Docket No. CP65-289]

KANSAS-NEBRASKA NATURAL GAS CO., INC.

Notice of Application

MARCH 25, 1965.

Take notice that on March 16, 1965, Kansas-Nebraska Natural Gas Co., Inc. (Applicant), Phillipsburg, Kans., filed in Docket No. CP65-289 an application pursuant to sections 7 (b) and (c) of the Natural Gas Act for permission and approval to abandon certain natural gas facilities and for a certificate of public convenience and necessity authorizing Applicant to construct and operate certain natural gas facilities, to increase the volume of storage gas in its Huntsman, Nebr., underground reservoir, and to change the operation of certain existing facilities, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to: (1) Construct and operate approximately 24 miles of 12-inch pipeline between Northport and Sidney, Nebr., replacing an equal length of 8-inch pipeline between the same points; (2) increase the maximum volume of storage gas which may be maintained in the Huntsman, Nebr., storage facility to 6,000,000 Mcf in lieu of operation of said field at maximum pressure of 568 p.s.i.a. at the wellhead (shut-in), as authorized by Commission order issued July 19, 1963 in Docket Nos. CP63-344, et al.; and (3) operate certain existing facilities, consisting of 14.4 miles of 4-inch pipeline used to provide natural gas service to Kimball, Nebr., for the transportation of natural gas in interstate rather than in intrastate commerce. Applicant also requests permission and approval to abandon four compressor units totaling 345 horsepower, two of which are located at Applicant's Scottsbluff, Nebr., compressor station and the other two of which are located at Applicant's Northport, Nebr., station.

Total estimated cost of Applicant's proposed construction is \$570,000 not including salvage credits, and will be financed with current working capital.

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) and the

regulations under the Natural Gas Act (157.10) on or before April 26, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, and the Commission on its own review of the matter finds that a grant of the certificate and permission and approval for the proposed abandonment are required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if 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.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3321; Filed, Mar. 31, 1965;
8:46 a.m.]

[Docket No. RI65-560]

R. W. LANGE

Order Providing for Hearing on and Suspension of Proposed Change in Rate

MARCH 25, 1965.

On March 1, 1965, R. W. Lange (Lange)¹ tendered for filing a proposed change in his presently effective rate schedule for sales of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, dated February 17, 1965.²

Purchaser and producing area: Northern Natural Gas Co. (Crist No. 1 Well, Hugoton Field, Finney County, Kans.).

Rate schedule designation: Supplement No. 6 to Lange's FPC gas rate schedule No. 2. Effective date: April 1, 1965.³

Amount of annual increase: \$442.4

Effective rate: 12.0 cents per Mcf.⁵

Proposed rate: 12.0 cents per Mcf.^{4,6,7}

Pressure base: 14.65 p.s.i.a.

¹ Address is: Post Office Box 434, Garden City, Kans.

² Includes amendments dated Feb. 28, 1963, and Aug. 17, 1964, which continue base rate of 12.0 cents per Mcf until Dec. 31, 1966, but limit downward B.t.u. adjustment to minimum rate of 11.0 cents per Mcf.

³ The stated effective date is the first day after expiration of the required statutory notice.

⁴ Net increase resulting from limitation of downward B.t.u. adjustment to minimum rate of 11.0 cents per Mcf (9.57 cents to 11.0 cents per Mcf).

⁵ Subject to full proportionate downward B.t.u. adjustment for gas containing less than 950 B.t.u. Net rate is 9.57 cents per Mcf for 728 B.t.u. gas shown in filing.

⁶ Subject to downward B.t.u. adjustment, but rate not to be less than 11.0 cents per Mcf regardless of B.t.u. content.

⁷ Renegotiated rate increase.

Lange requests a retroactive effective date of October 1, 1963, for his proposed rate increase. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit an earlier effective date for Lange's rate filing and such request is denied.

The notice of change filed by Lange reflects a proposed increase in rate resulting from agreements dated February 28, 1963, and August 17, 1964, which amend the contract under the above-captioned rate schedule so as to limit any reduction of price due to B.t.u. content to a floor of 11.0 cents. The presently effective base rate is 12.0 cents per Mcf at 14.65 p.s.i.a., which is the initial rate under the contract and is subject to a full proportional downward B.t.u. adjustment for gas containing less than 950 B.t.u. per cubic foot. No change is proposed in the 12.0 cents per Mcf base price. However, the present B.t.u. content of the gas involved is 728 B.t.u. and the net rate being collected for such gas is 9.57 cents per Mcf. Application of the proposed 11.0 cents minimum price to the 728 B.t.u. gas would be the equivalent of a 14.35 cents per Mcf rate for 950 B.t.u. gas and exceeds the area ceiling price for increased rates in Kansas as set forth in the Commission's Statement of General Policy No. 61-1, as amended (18 CFR 2.56) and should be suspended as hereinafter ordered.

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

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the proposed change, and that Supplement No. 6 to Lange's FPC Gas Rate Schedule No. 2 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR, Ch. I), a public hearing shall be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in Supplement No. 6 to Lange's FPC Gas Rate Schedule No. 2.

(B) Pending such hearing and decision thereon, Supplement No. 6 to Lange's FPC Gas Rate Schedule No. 2 is hereby suspended and the use thereof deferred until September 1, 1965, and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington,

D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before May 12, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3322; Filed, Mar. 31, 1965;
8:46 a.m.]

[Docket No. CP65-163]

PLAINS GAS FARMERS' COOPERATIVE SOCIETY OF HEREFORD, TEX.

Notice of Petition To Amend

MARCH 25, 1965.

Take notice that on March 3, 1965, Plains Gas Farmers' Cooperative Society of Hereford, Tex. (Petitioner), filed in Docket No. CP65-163 a petition to amend the order of the Commission issued in said docket February 16, 1965, which order directed Transwestern Pipeline Co. (Transwestern), to establish four separate physical connections of its natural gas transmission facilities with the facilities of Petitioner, and to sell and deliver up to 36,130 Mcf of natural gas per month to Petitioner via such connections.

By the instant filing, Petitioner seeks amendment of said order by requesting that it be granted the right to such other taps onto Transwestern's line as may be necessary or expedient to serve the farm-members of Petitioner.

In addition Petitioner requests that said order be amended so as to entitle it to up to 200,000 Mcf of natural gas per month in lieu of the 36,100 Mcf per month presently authorized.

Protests or petitions, to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before April 26, 1965.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3323; Filed, Mar. 31, 1965;
8:46 a.m.]

[Docket No. CP65-290]

SOUTHERN NATURAL GAS CO.

Notice of Application

MARCH 25, 1965.

Take notice that on March 17, 1965, Southern Natural Gas Co. (Applicant), Birmingham, Alabama, filed in Docket No. CP65-290 an application pursuant to section 7(b) of the Natural Gas Act for permission and approval to abandon certain natural gas facilities, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks permission and approval to abandon, by sale to Atlanta Gas Light Co. (Atlanta), its Dry Branch lateral line and the Georgia Kaolin No. 1 Meter Station, located at Dry Branch, Ga.

The application states that Atlanta presently utilizes gas delivered by Applicant from the Dry Branch lateral for service to Georgia Kaolin Co., and fur-

ther states that after the proposed abandonment, such service will be rendered by Atlanta with natural gas received through Applicant's existing East Macon Meter Station.

Atlanta proposes to utilize the subject facility for future sales of natural gas in the vicinity of Dry Branch, Ga.

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) and the regulations under the Natural Gas Act (157.10) on or before April 26, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, and the Commission on its own review of the matter finds that permission and approval for the proposed abandonment are required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if 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.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3324; Filed, Mar. 31, 1965;
8:47 a.m.]

[Project No. 765]

UTAH POWER & LIGHT CO.

Notice of Application for Amendment of License

MARCH 26, 1965.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Utah Power & Light Co. (correspondence to: Leighton & Sherline, Suite 707, 815 Connecticut Avenue NW., Washington, D.C., 20006), for amendment of its license for Project No. 765, located in Utah County, Utah, and affecting lands of the United States within the Uintah National Forest and other lands of the United States.

The Licensee seeks to exclude from the license a portion of the Springville-Helper No. 2, 44 kw line extending 11.927 miles from the Springville Switchrack in Sec. 27, T. 7 N., R. 3 E., S.L.M. to the Helper Substation in Sec. 13, T. 13 S., R. 9 E., S.L.M. The licensee advises that removal of the line is necessary because of highway construction by the Utah Department of Highways.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is May 10,

1965. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3325; Filed, Mar. 31, 1965; 8:47 a.m.]

[Docket No. G-6887 etc.]

WILLIAM G. WEBB ET AL.

Notice of Postponement of Hearing
MARCH 25, 1965.

On March 15, 1965, the People of the State of California and the Public Utilities Commission of the State of California filed in the above-designated matter a petition for the issuance of an order requiring El Paso Natural Gas Co. to submit in evidence at hearing cost-of-service summary and supporting prepared testimony. On March 17, 1965, and March 22, 1965, El Paso Natural Gas Co. and William G. Webb, et al., respectively, filed answers in opposition thereto. On March 24, 1965, Commission Staff filed an answer in support of the petition.

In order to afford the Commission sufficient opportunity to consider the aforementioned petition and answers, notice is hereby given that the hearing

presently scheduled for March 30, 1965, is postponed until further notice.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-3326; Filed, Mar. 31, 1965; 8:47 a.m.]

[Docket No. RI65-566 etc.]

AMERADA PETROLEUM CORP. ET AL.
Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

MARCH 25, 1965.

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

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

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

pending and their use be deferred as ordered below.

The Commission orders:

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

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

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

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before May 5, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Dates suspended until	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI65-566...	Amerada Petroleum Corp., Post Office Box 2040, Tulsa 2, Okla.	7	10	Tennessee Gas Transmission Co., (Chesterville Field, Colorado County, Tex.) (R.R. District No. 3).	\$6,305	2-23-65	2-3-26-65	8-26-65	* 14.0	** 19.0	
RI65-567...	Amerada Petroleum Corp. (Operator), et al.	8	11	Natural Gas Pipeline Co. of America (Fairbanks Field, Harris County, Tex.) (R.R. District No. 3).	40,601	3-1-65	2-4-1-65	9-1-65	* 15.34592	** 19.0	

² The stated effective date is the 1st day after expiration of the required statutory notice.

³ Favored-nation rate increase.

⁴ Pressure base is 14.65 p.s.i.a.

⁵ Includes 0.21931 cent per Mcf charge for dehydration deducted by buyer for delivery of nondehydrated gas.

⁶ Settlement rate in Amerada's general rate settlement approved by order issued Feb. 1, 1963, in Docket Nos. G-9385, et al.; moratorium period expired Nov. 1, 1964.

⁷ Redetermined rate increase.

Amerada Petroleum Corp. requests an effective date of February 18, 1965, for Supplement No. 10 to its FPC Gas Rate Schedule No. 7. Amerada Petroleum Corp. (Operator), et al., request an effective date of February 24, 1965, for Supplement No. 11 to their FPC Gas Rate Schedule No. 8. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for the aforementioned producers' rate filings and such requests are denied.

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

[F.R. Doc. 65-3327; Filed, Mar. 31, 1965; 8:47 a.m.]

[Docket No. RI65-561 etc.]

F. A. CALLERY, INC., ET AL.

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

MARCH 25, 1965.

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

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

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

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

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regula-

tions pertaining thereto (18 CFR, Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made

effective as prescribed by the Natural Gas Act.

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

(D) Notices of intervention or petitions to intervene may be filed with the

Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.3 and 1.37(f)) on or before May 12, 1965.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in Docket Nos.
									Rate in effect	Proposed increased rate	
R165-561	F. A. Callery, Inc., et al., 400 Bank of the Southwest Bldg., Houston, Tex., 77002.	7	10	United Gas Pipe Line Co. (Napoleonville Field, Assumption Parish, La.) (South Louisiana).	\$156,213	3-1-65	2-4-1-65	9-1-65	15.75	22.25	
R165-562	Callery Properties, Inc., et al.	5	2	Tennessee Gas Transmission Co. (Trull Field, Matagorda County, Tex.) (R.R. District No. 3)	3,395	3-1-65	2-4-1-65	9-1-65	16.00000	17.16947	
	do	6	1	United Gas Pipe Line Co. (East Gibson Field, Terrebonne Parish, La.) (South Louisiana).	4,162	3-1-65	2-4-1-65	9-1-65	20.25	22.75	
R165-563	Francis A. Callery, et al.	15	10-4	Southern Natural Gas Co. (Bay Coquille Field, Plaquemines Parish, La.) (South Louisiana).	430	3-1-65	2-4-1-65	9-1-65	19.75	20.75	
R165-564	Francis A. Callery (Operator), et al.	16	13	United Gas Pipe Line Co. (East Gibson Field, Terrebonne Parish, La.) (South Louisiana).	37,524	3-1-65	2-4-1-65	9-1-65	15.75	22.75	

² The stated effective date is the effective date requested by Respondent.

³ Periodic rate increase.

⁴ Pressure base is 15.025 p.s.i.a.

⁵ Includes 1.75 cents per Mcf tax reimbursement.

⁶ Settlement rate in Callery's general rate settlement approved by order issued Nov. 21, 1962, in Docket Nos. G-16330, et al.; moratorium period expired Mar. 1, 1965.

⁷ Pressure base is 14.65 p.s.i.a.

⁸ Includes 0.21931 cent per Mcf dehydration allowance paid by buyer for delivery of dehydrated gas.

⁹ Includes 2.05 cents per Mcf tax reimbursement.

¹⁰ Pertains to gas sold other than casinghead. Price for casinghead gas is 15.0 cents per Mcf.

¹¹ Includes 0.75 cent per Mcf tax reimbursement.

The proposed rate increases are from presently effective rates accepted by Commission order issued November 21, 1962, approving Callery's settlement in Docket Nos. G-16330 et al. Such increases, contractually due in the past, have now been filed by Callery due to the expiration of the March 1, 1965, moratorium imposed by the aforementioned settlement order proscribing the filing of such increases.

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

[F.R. Doc. 65-3329; Filed, Mar. 31, 1965; 8:47 a.m.]

GENERAL SERVICES ADMINISTRATION

ABACA HELD IN NATIONAL STOCKPILE

Proposed Disposition

Pursuant to the provisions of section 3(e) of the Strategic and Critical Materials Stock Piling Act, 50 U.S.C. 98b(e), notice is hereby given of a proposed disposition of approximately 47,000,000 pounds of abaca now held in the national stockpile.

This quantity of abaca is excess to the needs of the stockpile as a result of a revised determination, based upon reduced requirements, made by the Office of Emergency Planning pursuant to section 2(a) of the Strategic and Critical Materials Stock Piling Act, 50 U.S.C.

98a(a), with respect to the quantity of abaca to be stockpiled.

Since the revised determination is not by reason of obsolescence of the abaca for use in time of war, this proposed disposition is being referred to the Congress for its express approval, as required by section 3(e) of the Stock Piling Act.

General Services Administration proposes to make said abaca available for transfer to other Government agencies; for sale on a competitive basis; to the extent authorized by law, as payment for costs, including transportation and other accessorial expenses of refining, processing, or otherwise beneficiating materials, or of rotating materials pursuant to sections 3(c) and 3(d) of the Strategic and Critical Materials Stock Piling Act; for sale under foreign aid programs; or for disposition in such other manner as may be in the best interest of the Government.

It is planned to limit disposals during the first year to approximately 9,500,000 pounds. Within this total, sales offerings will not exceed approximately one million pounds in any one month. The quantities and timing of subsequent offerings will be determined after an evaluation has been made of the earlier sales and of existing market conditions. The abaca offered for sale will be made available in lots suitable for purchase by any potential buyer, including small business concerns.

Unless earlier disposal may be authorized by law, the material will not be available for disposal prior to the express approval by the Congress of this pro-

posed disposition or the expiration of six months after the date of publication of this notice in the FEDERAL REGISTER, whichever occurs later.

The plan and date of disposition have been fixed with due regard to the protection of producers, processors, and consumers against avoidable disruption of their usual markets, as well as the protection of the United States against avoidable loss.

Dated: March 23, 1965.

LAWSON B. KNOTT, JR.,
Acting Administrator,
of General Services.

[F.R. Doc. 65-3346; Filed, Mar. 31, 1965; 8:48 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 507]

ALABAMA

Declaration of Disaster Area

Whereas, it has been reported that during the month of March 1965, because of the effects of certain disasters, damage resulted to residences and business property located in Colbert and Lauderdale Counties in the State of Alabama;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Executive Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act, as amended, may be received and considered by the Offices below indicated from persons or firms whose property, situated in the aforesaid Counties and areas adjacent thereto, suffered damaged or destruction resulting from tornado and accompanying conditions occurring on or about March 17 and 18, 1965.

OFFICE

Small Business Administration Regional Office, 2030 First Avenue North, Birmingham, Ala., 35203.

2. A temporary office will be established in the Town of Tusculumbia, Ala., address to be announced locally.

3. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to September 30, 1965.

Dated: March 19, 1965.

Ross D. DAVIS,
Executive Administrator.

[F.R. Doc. 65-3310; Filed, Mar. 31, 1965;
8:45 a.m.]

[Declaration of Disaster Area 508]

NORTH CAROLINA

Declaration of Disaster Area

Whereas, it has been reported that during the month of March 1965, because of the effects of certain disasters, damage resulted to residences and business property located in Beaufort, Craven, Jones, Pamlico, and Wayne Counties in the State of North Carolina;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act, as amended.

Now, therefore, as Executive Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) (1) of the Small Business Act, as amended, may be received and considered by the Offices below indicated from persons or firms whose property, situated in the aforesaid Counties and areas adjacent thereto, suffered damage or destruction resulting from tornado and accompanying conditions occurring on or about March 17, 1965.

OFFICE

Small Business Administration Regional Office, 201 South Tryon Street, Charlotte, N.C., 28202.

2. A temporary office will be established in the Town of New Bern, N.C., address to be announced locally.

3. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to September 30, 1965.

Dated: March 19, 1965.

Ross D. DAVIS,
Executive Administrator.

[F.R. Doc. 65-3311; Filed, Mar. 31, 1965;
8:45 a.m.]

INTERSTATE COMMERCE
COMMISSION

[Notice 751]

MOTOR CARRIER, BROKER, WATER
CARRIER, AND FREIGHT FOR-
WARDER APPLICATIONS

MARCH 26, 1965.

The following applications are governed by Special Rule 1.247¹ of the Commission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d) (4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 504 (Sub-No. 78) (CORRECTION), filed February 25, 1965, published in FEDERAL REGISTER issue of March 17, 1965, and republished as corrected this issue. Applicant: HARPER MOTOR LINES, INC., 213 Long Avenue, Elberton, Ga. Applicant's attorney: Monty Schumacher, 1375 Peachtree Street NE., Atlanta, Ga.

NOTE: The purpose of this republication is to reflect applicant's correct subnumber, MC 504 (Sub-No. 78), in lieu of that previously published under Sub-No. 73.

No. MC 531 (Sub-No. 182), filed March 12, 1965. Applicant: YOUNGER

¹Copies of Special Rule 1.247¹ can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

BROTHERS, INC., 4904 Griggs Road, Houston, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, between points in St. Charles Parish, La., west of the Mississippi River, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

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

No. MC 730 (Sub-No. 247), filed March 10, 1965. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, Oakland, Calif. Applicant's attorney: Marshall G. Berol, 100 Bush Street, San Francisco 4, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silver bullion*, from Kellogg, Idaho, and Garfield, Utah, to Chicago, Ill.

NOTE: Applicant states it intends to interline at Chicago, Ill., for movement to Newark, N.J., New York, N.Y., and Bridgeport, Conn. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 1351 (Sub-No. 9), filed March 15, 1965. Applicant: M. HASKELL, INC., South Main Street, Palmer, Mass. Applicant's attorney: Reubin Kaminsky, Suite 223, 410 Asylum Street, Hartford 3, Conn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Egg cartons*, from Palmer, Mass., to Albany, N.Y., and points in Nassau and Suffolk Counties, N.Y., and points in New Jersey (except Harrison, Bloomfield, Bogota, Paterson, Ridgefield Park, Newark, Passaic, Delawanna, New Brunswick, and Lakewood, N.J., and points within fifteen (15) miles of Lakewood, N.J.), and *refused, damaged, and rejected shipments*, on return, and (2) *waste paper*, from Albany, N.Y., to Palmer, Mass., and *refused damaged and rejected shipments*, on return.

NOTE: Applicant states the above operations will be restricted to a service to be performed under a continuing contract or contracts with Diamond-National Co., of Palmer, Mass. - If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 8958 (Sub-No. 13), filed March 5, 1965. Applicant: THE YOUNGSTOWN CARTAGE CO., a corporation, 825 West Federal Street, Youngstown, Ohio, 44501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal, metal products, machinery, and iron and steel articles* of the kind used in construction and manufacture, between the plant site of the Bethlehem Steel Co., Burns Harbor Plant, located in Porter County, Ind., on the one hand, and, on the other, points in Michigan, on and east of U.S. Highway 27 and on and south of Michigan Highway 21, points in Ohio on and east of U.S. Highway 21, and on and north of a line beginning at junction U.S. Highways 21 and 36 and extending eastward along U.S. Highway 36 to junction U.S. Highway 22, and thence along U.S. Highway 22 to the Ohio-West Virginia State line, points in

Pennsylvania, West Virginia, New York, and New Jersey, points in Maryland on and east of U.S. Highway 15, points in Delaware, Massachusetts, Rhode Island, Connecticut, and the District of Columbia.

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

No. MC 10297 (Sub-No. 20), filed March 12, 1965. Applicant: CAPITOL MOTOR TRANSPORTATION CO., INC., 69 Norman Street, Everett, Mass. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wallboard, building board, insulation board, fibreboard, pulpboard and strawboard, and incidental materials and supplies used in or connection with the installation thereof, from Lisbon Falls, Maine, to points in New York, New Jersey, beyond 15 miles of the New York, N.Y., commercial zone as defined by the Commission in 1 M.C.C. 665, and West Virginia, and returned and rejected shipments, on return.*

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

No. MC 13659 (Sub-No. 13), filed March 3, 1965. Applicant: PALMER TRANSFER, INC., Smith and Mill Streets, Dunmore, Pa. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugar, dry, in bulk, from Montezuma (Cayuga County), N.Y., to points in Maine, New Hampshire, Vermont, Connecticut, Massachusetts, Rhode Island, New Jersey, New York, Pennsylvania, Ohio, Michigan, Delaware, Maryland, Virginia, West Virginia, and the District of Columbia, and rejected, damaged, or returned shipments, on return.*

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

No. MC 21866 (Sub-No. 55), filed March 17, 1965. Applicant: WEST MOTOR FREIGHT, INC., 740 South Reading Avenue, Boyertown, Pa. Applicant's attorney: Paul Coyle, 5631 Utah Avenue NW., Washington 15, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Butter*, between Coatesville, Pa., on the one hand, and, on the other, Anderson, Columbia, Greenville, and Spartanburg, S.C., and points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, North Carolina, Ohio, Rhode Island, Virginia, West Virginia, and the District of Columbia; (2) *butter*, from points in Illinois, Indiana, and Michigan, to Coatesville, Pa., and (3) *materials and supplies used or useful in the packaging or repackaging of butter from Anderson, Columbia, Greenville, and Spartanburg, S.C., and points in Connecticut, Delaware, Illinois, Indiana, Maryland, Massachusetts, Michigan, New Jersey, New York, North Carolina, Ohio, Rhode Island, Virginia, West Vir-*

ginia, and the District of Columbia, to Coatesville, Pa.

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

No. MC 21966 (Sub-No. 1), filed March 8, 1965. Applicant: GLENN W. STOWELL, R.F.D. No. 3, Amherst, Mass. Applicant's representative: William L. Mobley, Rooms 311-315, 1694 Main Street, Springfield, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Limestone, limestone products, and limestone byproducts, in bags and in bulk, in dump vehicles, sand and asphalt patching mix, in packages, and lime mixed with sand or cement, from Lee and West Stockbridge, Mass., to points in New Hampshire and Vermont, and returned and refused shipments of the commodities specified above, on return.*

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

No. MC 25869 (Sub-No. 35), filed March 10, 1965. Applicant: NOLTE BROS. TRUCK LINE, INC., 2509 "O" Street, Post Office Box 184, South Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe, conduit, and tubing, from Fairbury, Ill., to points in Colorado, Iowa, Kansas, Montana, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming.*

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

No. MC 25869 (Sub-No. 36), filed March 10, 1965. Applicant: NOLTE BROS. TRUCK LINE, INC., 2509 "O" Street, Post Office Box 184, South Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products and articles distributed by meat packinghouses, as described in Sections A, B, and C in Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except commodities in bulk in tank vehicles), from points in Wisconsin, to points in Iowa, Kansas, and Nebraska.*

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

No. MC 25869 (Sub-No. 37), filed March 10, 1965. Applicant: NOLTE BROS. TRUCK LINE, INC., 2509 "O" Street, Post Office Box 184, South Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses, as described in Sections A and C, Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C., 209 and 766, from Garden City, Kans., and points within ten (10) miles thereof, to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Nebraska, Ohio, Oregon,*

North Dakota, South Dakota, Washington, Wisconsin, Arizona, California, and Colorado, and *exempt commodities, on return.*

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

No. MC 27368 (Sub-No. 11), filed March 15, 1965. Applicant: FILLIPI TRUCK LINES, INC., Post Office Box 47, Warren, Minn. Applicant's attorney: Gene J. Johnson, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients, from Winona, Minn., to points in North Dakota.*

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

No. MC 28008 (Sub-No. 6), filed March 4, 1965. Applicant: MIDWEST FREIGHT FORWARDING COMPANY, INC., 3220 South Wolcott Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Silver bullion, (1) between Chicago and Bridgeport, Conn., (a) from Chicago over the Calumet Tri-States Expressway to junction Indiana Highway 152, thence over Indiana Highway 152 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Ohio Highway 300, thence over Ohio Highway 300 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Ohio Highway 10, thence over Ohio Highway 10 to Cleveland, Ohio, thence over Ohio Highway 2 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Pennsylvania Highway 5 near Erie, Pa., thence over Pennsylvania Highway 5 to the Pennsylvania-New York State line, thence over New York Highway 5 to junction U.S. Highway 20 near Silver Creek, N.Y. (also from junction U.S. Highway 20 and Pennsylvania Highway 5 over U.S. Highway 20 to junction New York Highway 5), thence over U.S. Highway 20 to Auburn, N.Y., thence over New York Highway 5 to Albany, N.Y., thence over U.S. Highway 9 to junction New York Highway 9H, thence over New York Highway 9H to junction New York Highway 23, thence over New York Highway 23 to junction New York Highway 22, thence over New York Highway 22 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 7, thence over U.S. Highway 7 to junction Connecticut Highway 33, thence over Connecticut Highway 33 to junction U.S. Highway 1, thence over U.S. Highway 1 to Bridgeport, and return over the same routes; (b) from Chicago over the Calumet Tri-States Expressway to junction Indiana Highway 152, thence over Indiana Highway 152 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 23, thence over U.S. Highway 23 to junction Ohio Highway 18, thence over Ohio Highway 18 to junction U.S. Highway 224, thence over U.S. Highway 224 to junction U.S. Highway*

422, thence over U.S. Highway 422 to junction U.S. Highway 22, thence over U.S. Highway 22 to New York, N.Y., thence over U.S. Highway 1 to Bridgeport, and return over the same route.

(c) From Chicago over the Calumet Tri-States Expressway to junction Indiana Highway 152, thence over Indiana Highway 152 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 23, thence over U.S. Highway 23 to junction Ohio Highway 18, thence over Ohio Highway 13 to junction U.S. Highway 224, thence over U.S. Highway 224 to junction Ohio Highway 7, thence over Ohio Highway 7 to junction Ohio Turnpike, thence over the Ohio Turnpike to the Pennsylvania Turnpike, thence over the Pennsylvania Turnpike to the Philadelphia, Pa., exit, thence over U.S. Highway 1 via New York, N.Y., to Bridgeport, and return over the same route; (d) from Chicago over U.S. Highway 20 to the Ohio Turnpike, thence over the Ohio Turnpike to the Pennsylvania Turnpike, thence over the Pennsylvania Turnpike to the Philadelphia, Pa., exit, thence over U.S. Highway 1 via New York, N.Y., to Bridgeport, and return over the same route; and (e) from Chicago over the Calumet Tri-States Expressway to junction Indiana Highway 152, thence over Indiana Highway 152 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Ohio Highway 300, thence over Ohio Highway 300 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Ohio Highway 10, thence over Ohio Highway 10 to Cleveland, Ohio, thence over Ohio Highway 2 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Pennsylvania Highway 8, thence over Pennsylvania Highway 8 to junction Pennsylvania Highway 89, thence over Pennsylvania Highway 89 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 15, thence over U.S. Highway 15 to junction U.S. Highway 22, thence over U.S. Highway 22 to New York, N.Y., thence over U.S. Highway 1 to Bridgeport, and return over the same route. Serving all intermediate points on the above-described routes on U.S. Highway 6 between Mill Plain and Danbury, Conn., including Mill Plain and Danbury, on U.S. Highway 7 between Danbury and Wilton, Conn., including Wilton, on Connecticut Highway 33 between Wilton and Westport, Conn., including Westport, and on U.S. Highway 1 between Greenwich and Bridgeport, Conn., including Greenwich, and serving as off-route points, (a) North Chicago and Great Lakes, Ill., and (b) points in that part of Connecticut bounded by a line beginning at the Connecticut-New York State line and extending along U.S. Highway 6 to junction Alternate U.S. Highway 6, thence along Alternate U.S. Highway 6 to junction U.S. Highway 5, thence along U.S. Highway 5 to New Haven, Conn., thence along the shores of Long Island Sound to the New York-Connecticut State line, and thence along the New York-Connecticut State line to point of beginning, except those located on U.S. Highways 6 and 7, Connecticut Highway 33 and U.S. Highway 1 author-

ized to be served above as intermediate points.

(2) Between Chicago, Ill., and New York, N.Y., serving points in New York and New Jersey within 20 miles of New York, N.Y., as intermediate or off-route points, and serving North Chicago and Great Lakes, Ill., as off-route points: (a) From Chicago over the Calumet Tri-States Expressway to junction Indiana Highway 152, thence over Indiana Highway 152 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Ohio Highway 300, thence over Ohio Highway 300 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Ohio Highway 10, thence over Ohio Highway 10 to Cleveland, Ohio, thence over Ohio Highway 2 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Pennsylvania Highway 5, near Erie, Pa., thence over Pennsylvania Highway 5 to the Pennsylvania-New York State line, thence over New York Highway 5 to junction U.S. Highway 20 near Silver Creek, N.Y. (also from junction U.S. Highway 20 and Pennsylvania Highway 5 over U.S. Highway 20 to junction New York Highway 5), thence over U.S. Highway 20 to Auburn, N.Y., thence over New York Highway 5 to Albany, N.Y., thence over U.S. Highway 9W to New York (also from Albany over U.S. Highway 9 to New York), and return over the same routes; (b) from Chicago over the Calumet Tri-States Expressway to junction Indiana Highway 152, thence over Indiana Highway 152 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 23, thence over U.S. Highway 23 to junction Ohio Highway 18, thence over Ohio Highway 18 to junction U.S. Highway 224, thence over U.S. Highway 224 to junction U.S. Highway 422, thence over U.S. Highway 422 to junction U.S. Highway 22, thence over U.S. Highway 22 to New York, and return over the same route; (c) from Chicago over the Calumet Tri-States Expressway to junction Indiana Highway 152, thence over Indiana Highway 152 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 23, thence over U.S. Highway 23 to junction Ohio Highway 18, thence over Ohio Highway 18 to junction U.S. Highway 224, thence over U.S. Highway 224 to junction Ohio Highway 7, thence over Ohio Highway 7 to junction Ohio Turnpike, thence over the Ohio Turnpike to the Pennsylvania Turnpike, thence over the Pennsylvania Turnpike to the Philadelphia, Pa., exit, thence over U.S. Highway 1 to New York, and return over the same route.

(d) From Chicago over U.S. Highway 20 to the Ohio Turnpike, thence over the Ohio Turnpike to the Pennsylvania Turnpike, thence over the Pennsylvania Turnpike to the Philadelphia, Pa., exit, thence over U.S. Highway 1 to New York, and return over the same route, and (e) from Chicago over the Calumet Tri-States Expressway to junction Indiana Highway 152, thence over Indiana Highway 152 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Ohio Highway 300, thence over Ohio Highway 300 to junction U.S. Highway 20, thence over U.S. Highway 20 to junc-

tion Ohio Highway 10, thence over Ohio Highway 10 to Cleveland, Ohio, thence over Ohio Highway 2 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Pennsylvania Highway 8, thence over Pennsylvania Highway 8 to junction Pennsylvania Highway 89, thence over Pennsylvania Highway 89 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 15, thence over U.S. Highway 15 to junction U.S. Highway 22, thence over U.S. Highway 22 to New York, and return over the same route.

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

No. MC 29988 (Sub-No. 96), filed March 15, 1965. Applicant: DENVER CHICAGO TRUCKING COMPANY, INC., 46th Avenue at Jackson Street, Denver, Colo. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plant site of the Gates Rubber Co., located at or near Elizabethtown, Ky., as an off-route point in connection with applicant's presently authorized regular-route operations.

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

No. MC 33641 (Sub-No. 55), filed March 10, 1965. Applicant: IML FREIGHT, INC., 235 West Third South Street, Salt Lake City, Utah. Applicant's attorney: Marshall G. Berol, 100 Bush Street, San Francisco, Calif., 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Silver bullion*, from Garfield, Utah to Chicago, Ill.

NOTE: Applicant states it also intends to interline at Chicago, Ill., for movement to Newark, N.J., New York, N.Y., and Bridgeport, Conn. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 35484 (Sub-No. 59) CLARIFICATION, filed February 10, 1965, published in FEDERAL REGISTER issue of March 10, 1965, and republished as clarified this issue. Applicant: VIKING FREIGHT COMPANY, a corporation, 614 South Sixth Street, St. Louis, Mo. Applicant's attorney: Gregory M. Rebman, Suite 1230, Boatmen's Bank Building, St. Louis, Mo., 63102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Cincinnati, Ohio, and Nashville, Tenn.; from Cincinnati over U.S. Highway 42 to Louisville, Ky., thence over U.S. Highway 31W to Nashville, Tenn. (also from Louisville over the Kentucky Turnpike to junction U.S. Highway 31W, thence over U.S. Highway 31W to Nashville, Tenn.), and return over the same routes, serving no intermediate points,

but serving the points of Cincinnati, Ohio, and Nashville, Tenn., for purpose of joinder only, as alternate routes for operating convenience only, in connection with applicant's authorized regular route operations. Restricted against traffic moving between Cincinnati, Ohio, and the commercial zone thereof, on the one hand, and Nashville, Tenn., and the commercial zone thereof, on the other hand. The purpose of the application is to authorize an alternate route in connection with the handling of traffic between Cincinnati, Ohio, and the commercial zone thereof, on the one hand, and points which the applicant is authorized to serve in the states of Tennessee, Mississippi, and Louisiana excepting only traffic as above noted moving to or from Nashville, Tenn., and the commercial zone thereof.

NOTE: The purpose of this republication is to more clearly set forth the restriction. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 39414 (Sub-No. 13), filed March 12, 1965. Applicant: TYLER TRUCK LINES, INC., Oakfield, N.Y. Applicant's attorney: Robert V. Gianiny, 900 Midtown Tower, Rochester 4, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building materials and gypsum and gypsum products*, from the plant site and warehouses of the United States Gypsum Co., located at or near Oakfield, N.Y., to points in Ohio, and *refused, rejected, and returned shipments*, of the commodities specified, and *pallets or other such incidental facilities* (not specified), used in transporting the commodities shown above, on return.

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

No. MC 44443 (Sub-No. 3), filed March 8, 1965. Applicant: PACKAGE DELIVERY COMPANY, a corporation, 410 East 12th Street, Sioux Falls, S. Dak., 57104. Applicant's attorney: Mead Bailey, 305 Northwestern Bank Building, Sioux Falls, S. Dak., 57102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except Classes A and B explosives, commodities in bulk, those requiring special equipment and those injurious or contaminating to other lading), subject to the following restrictions: (a) Each package shall be considered a separate and distinct shipment; (b) no service shall be provided for the transportation of any package weighing more than 65 pounds or exceeding 130 inches in length and girth combined except, however, for the transportation of glass or motor vehicle parts or accessories and for such transportation the package shall not weigh more than 100 pounds and there shall be no length and girth restriction; (c) no service shall be provided for the transportation of packages weighing in the aggregate more than 150 pounds from any one consignor, to any one consignee on any one day; and (d) no service shall be provided for the transportation of any item for any person or entity who or which has entered into a contract

with Package Delivery Co., and who are served by it pursuant to its Permit No. MC 23299 and subs thereunder: (1) between points in that part of South Dakota located on and east of the Missouri River; (2) between points in that part of Minnesota located on and south and west of the Minnesota River between Ortonville and Mankato and on and West of Minnesota Highway 22 from Mankato to the Minnesota-Iowa State line, including Ortonville, Montevideo, Morton, Mankato, and North Mankato, Minn.; and (3) between points in that part of Iowa located on and west of Interstate Highway 35 and on and north of U.S. Highway 30.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 23299 and subs thereunder. If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak.

No. MC 45736 (Sub-No. 15), filed March 10, 1965. Applicant: GUIGNARD FREIGHT LINES, INC., 646 Atando Avenue, Charlotte, N.C. Applicant's attorney: Vaughan S. Winborne, Capital Club Building, Raleigh, N.C. 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), (1) between Charlotte, N.C., on the one hand, and, on the other, points within 225 miles of Concord, except those in South Carolina; (2) between Charlotte, N.C., on the one hand, and, on the other, points in South Carolina, and that part of Virginia south of a line beginning at Norfolk, Va., and extending along U.S. Highway 60 to Richmond, Va., thence along U.S. Highway 250 to Charlottesville, Va., thence in a northwesterly direction to Harrisonburg, Va., thence along U.S. Highway 11 through Roanoke, Va., to Bristol, Va., including points on the indicated portions of the highways specified. Restricted to traffic moving, by interchange, at Charlotte, N.C., destined to points beyond Charlotte, N.C.

NOTE: Applicant now interchanges the traffic involved at Concord, N.C., and the sole purpose of this application is to move the point of interchange to Charlotte, N.C. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 50069 (Sub-No. 316), filed March 11, 1965. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, in bulk, from Speer, Ill., and points within 5 miles thereof, to points in Iowa, Indiana, Wisconsin, and Michigan.

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

No. MC 50493 (Sub-No. 24), filed March 5, 1965. Applicant: P.C.M. TRUCKING, INC., 1063 Main Street, Orefield, Pa. Applicant's attorney: Frank A. Doocey, 506 Hamilton Street,

Allentown, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meat scrap*, in bulk, from New York, N.Y., to points in Connecticut and points in Manchester, Rockingham, and Merrimack Counties, N.H., and (2) *fish meal*, in bulk, and in dump or blower type equipment, from Amagansett, N.Y., to points in Manchester, Rockingham, and Merrimack Counties, N.H.

NOTE: Applicant is also authorized to conduct contract carrier operations in Permit No. MC 115859, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Buffalo, N.Y.

No. MC 58828 (Sub-No. 7), filed March 15, 1965. Applicant: ASWELL PITRE AND RONALD F. STORY, a partnership, doing business as SOUTHEASTERN MOTOR FREIGHT LINE, 4320 Hessmer Avenue, Post Office Box 786, Metairie, La. Applicant's attorney: Harold R. Ainsworth, 2307 American Bank Building, New Orleans 12, La. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except articles of unusual value, household goods as defined by the Commission, Classes A and B explosives, commodities in bulk, in tank vehicles, and commodities requiring special equipment), between New Orleans, La., and the junction of the Pontchartrain Causeway and U.S. Highway 190, over the Pontchartrain Causeway, 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 New Orleans, La.

No. MC 60014 (Sub-No. 13) (AMENDMENT), filed February 19, 1965, published FEDERAL REGISTER issue of March 10, 1965, amended March 22, 1965, and republished, as amended, this issue. Applicant: AERO TRUCKING, INC., Box 278, Rural Delivery 1, Oakdale, Pa. Applicant's attorney: Paul F. Beery and 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 Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Burns Harbor, Porter County, Ind., on the one hand, and, on the other, points in Ohio, West Virginia, those in the Lower Peninsula of Michigan, Illinois, and Wisconsin.

NOTE: The purpose of this republication is to correctly locate Burns Harbor and also to add the States of Illinois and Wisconsin as States between which service may be rendered. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 61403 (Sub-No. 121), filed March 10, 1965. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Kingsport, Tenn. Ap-

plicant's attorney: W. C. Mitchell, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in tank and hopper-type vehicles, from points in Mason County, W. Va., to points in the United States (except Alaska and Hawaii).

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

No. MC 76032 (Sub-No. 194), filed February 23, 1965. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo., 80223. Applicant's attorney: O. Russell Jones, Post Office Box 2228, Santa Fe, N. Mex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Coins, silver, silver bullion, silver bars, silver blanks, and silver coils.* REGULAR ROUTES: (1) Between Springer, N. Mex., and Clovis, N. Mex., from Springer over U.S. Highway 56 (formerly New Mexico Highway 58) to junction New Mexico Highway 39, thence over New Mexico Highway 39 to junction New Mexico Highway 18, at or near Grady, N. Mex., and thence over New Mexico Highway 18 to Clovis, and return over the same route, serving all intermediate points; (2) between Los Angeles, Calif., and Albuquerque, N. Mex.; (a) from Los Angeles over U.S. Highway 66 to junction unnumbered California highway (formerly portion U.S. Highway 66), thence over unnumbered California highway via Oro Grande and Lenwood, Calif., to Barstow, Calif., thence over U.S. Highway 66 to Albuquerque, and return over the same route; (b) from Los Angeles as specified next above to junction New Mexico Highway 6 near Correo, N. Mex., thence over New Mexico Highway 6 to junction U.S. Highway 85, thence over U.S. Highway 85 to Albuquerque, and return over the same route; (c) from Los Angeles over U.S. Highway 60 to Wickenburg, Ariz., thence over U.S. Highway 89 to junction U.S. Highway 66, and thence over U.S. Highway 66 to Albuquerque, and return over the same route; (d) from Los Angeles over U.S. Highway 60 to Wickenburg, Ariz., thence over U.S. Highway 89 to junction Alternate U.S. Highway 89, thence over Alternate U.S. Highway 89 to junction U.S. Highway 66, at Flagstaff, Ariz., and thence over U.S. Highway 66 to Albuquerque, and return over the same route, serving all intermediate points, in connection with (a) through (d) above and the off-route points of Huntington Beach, San Bernardino, Santa Ana, Sylmar, Orange, Redlands, Corona, Watson, and Ontario, Calif. points in Los Angeles County, Calif., and the site of the U.S. Engineers' Project No. 76 (approximately 7 miles southeast of Albuquerque, N. Mex.).

(3) Between Aguila, Ariz., and Congress Junction, Ariz.; from Aguila over Arizona Highway 71 to Congress Junction, and return over the same route, serving no intermediate points as an alternate route for operating convenience only; (4) between Barstow, Calif., and San Francisco, Calif.; from Barstow over U.S. Highway 466 to Bakersfield, Calif.,

thence over U.S. Highway 99 to junction California Highway 120 near Manteca, Calif., thence over California Highway 120 via Manteca, Calif., to junction U.S. Highway 50, and thence over U.S. Highway 50 via Oakland, Calif., to San Francisco, and return over the same route, serving all intermediate points, and the off-route points within 10 miles of Oakland and San Francisco, Calif., subject to the restriction that service at San Francisco and intermediate and off-route points shall be limited to shipments originating at or destined to Barstow, Calif., or points east of Barstow, Calif.; (5) between Amarillo, Tex., and Albuquerque, N. Mex., from Amarillo over U.S. Highway 66 to Albuquerque, and return over the same route, serving the intermediate points of Moriarty, N. Mex., and those between Moriarty and Albuquerque, N. Mex., for west-bound traffic only, and all other intermediate points and the off-route points of the sites of the English Airport Field, near Amarillo, Tex., the Amarillo Army Air Field, located approximately 7 miles east of Amarillo, Tex., and the Pantex Ordnance Plant, located approximately 12 miles east of Amarillo, Tex., without restriction; (6) between Dalhart, Tex., and Tucumcari, N. Mex.; from Dalhart over U.S. Highway 54 to Tucumcari, and return over the same route, serving all intermediate points; (7) between Roswell, N. Mex., and the site of the Roswell Army Air Field, approximately 4 miles south of Roswell; from Roswell over New Mexico Highway 13 to the site of the Roswell Army Air Field, and return over the same route, serving no intermediate points; (8) between Newkirk, N. Mex., and Conchas Dam, N. Mex.; from Newkirk over New Mexico Highway 129 to Conchas Dam, and return over the same route, serving all intermediate points; (9) between Tucumcari, N. Mex., and Conchas Dam, N. Mex., from Tucumcari over New Mexico Highway 104 to Conchas Dam, and return over the same route, serving all intermediate points; (10) between Las Vegas, N. Mex., and Roswell, N. Mex.; from Las Vegas over U.S. Highway 85 to Romeroville, N. Mex., thence over U.S. Highway 84 to Fort Sumner, N. Mex., thence over New Mexico Highway 20 to junction U.S. Highway 285, thence over U.S. Highway 285 to Roswell, and return over the same route, serving the intermediate points of Dilia, Dunlap, Chaves, and Santa Rosa, N. Mex., the off-route point of Anton Chico, N. Mex., and the intermediate point of Romeroville, N. Mex., except for traffic originating at or destined to Las Vegas, N. Mex.

(11) Between junction U.S. Highways 66 and 285, at or near Clines Corners, N. Mex., and junction U.S. Highway 285 and combined U.S. Highways 84 and 85, near Canyoncito, N. Mex.; from junction U.S. Highways 66 and 285 over U.S. Highway 285 to junction combined U.S. Highways 84 and 85, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; (12) between Denver, Colo., and Albuquerque, N. Mex.; from Denver over U.S. Highway 85 to Albuquerque (also from junction U.S. Highway 85 and unnumbered Colorado

highway (formerly Colorado Highway 393), near Larkspur, Colo., over unnumbered Colorado highway to junction Colorado Highway 105, near Monument, Colo., thence over Colorado Highway 105 to junction U.S. Highway 85; also from junction unnumbered Colorado highway (formerly old U.S. Highway 85 and U.S. Highway 85, north of Crow, Colo., over unnumbered Colorado highway to junction U.S. Highway 85), and return over the same routes, serving all intermediate points, and the off-route points of Greenland, Larkspur, Palmer Lake, Monument, Crow, and Greenhorn, Colo., without restriction; the off-route point of Zia Project (Los Alamos, N. Mex.), restricted to traffic moving to or from points beyond Santa Fe, N. Mex.; and the off-route points of Manitou, Colo., the site of U.S. Engineers' Project No. 76, approximately 7 miles southeast of Albuquerque, N. Mex., and the site of the U.S. Atomic Energy Plant, at or near Marshall, Colo.; (13) between Denver, Colo., and junction U.S. Highways 85 and 87, approximately three-fourths of a mile north of Castle Rock, Colo.; from Denver over U.S. Highway 87 to junction U.S. Highway 85, and return over the same route, serving no intermediate points as an alternate route for operating convenience only; (14) between Pueblo, Colo., and Lamar, from Pueblo over U.S. Highway 50 to Lamar, and return over the same route, serving no intermediate points; (15) between Chicago, Ill., and Denver, Colo.; from Chicago over Alternate U.S. Highway 30 to junction U.S. Highway 30 west of Sterling, Ill., thence over U.S. Highway 30 to junction U.S. Highway 75, at Missouri Valley, Iowa, thence over U.S. Highway 75 to Omaha, Nebr., thence over Alternate U.S. Highway 30 to junction U.S. Highway 275, thence over U.S. Highway 275 via Waterloo, Nebr., to Fremont, Nebr., thence over U.S. Highway 30 to junction U.S. Highway 138, near Big Springs, Nebr., thence over U.S. Highway 138 to Sterling, Colo., and thence over U.S. Highway 6 to Denver, and return over the same route; (b) from Chicago over U.S. Highway 34 to junction Illinois Highway 92, thence over Illinois Highway 92 to Moline, Ill., thence over U.S. Highway 6 to Omaha, Nebr., and thence as specified above to Denver, and return over the same route; (c) from Chicago over U.S. Highway 34 to Glenwood, Iowa, thence over U.S. Highway 275 to Council Bluffs, Iowa, thence over U.S. Highway 6 to Omaha, Nebr., and thence as specified above to Denver, and return over the same route.

(d) From Chicago over Alternate U.S. Highway 30 to Sterling, Ill., thence over Illinois Highway 2 to junction Illinois Highway 78, thence over Illinois Highway 78 to junction U.S. Highway 24, thence over U.S. Highway 24 to Monroe City, Mo., thence over U.S. Highway 36 to Cameron, Mo., thence over U.S. Highway 69 to Kansas City, Mo., and thence over U.S. Highway 40 to Denver, and return over the same route; serving the intermediate and off-route points of Omaha, Nebr., Kansas City and St. Joseph, Mo., and Clinton and Davenport, Iowa, in connection with (a) through (d) above, (16) between Amarillo, Tex., and Los Angeles,

Calif.; serving the intermediate and off-route points of Albuquerque and Gallup, N. Mex., the sites of the Wingate Ordnance Depot, near Gallup, N. Mex., and the Walker Air Force Base, near Roswell, N. Mex., Flagstaff, Ariz., the site of the Navajo Ordnance Depot, near Flagstaff, Ariz., and Kingman, Ariz.; (17) from and to all points in California which the carrier is presently authorized to serve, with the exception that service is not authorized to or from San Francisco and Oakland, Calif., and points within 10 miles of San Francisco and Oakland, Calif. **CONDITION:** The service authorized immediately above is to be performed, to the extent indicated, in connection with carrier's regular-route and irregular-route operations in the transportation of general commodities other than explosives and ammunition; (18) serving Travis Air Force Base, Calif., as an off-route point in connection with authorized regular-route operations, restricted to shipments originating at or destined to points served by carrier east of Barstow, Calif.; (19) between Amarillo, Tex., and Kit Carson, Colo.; from Amarillo over U.S. Highway 287 to Kit Carson and return over the same route, serving no intermediate points and serving Kit Carson for the purpose of joinder only, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations, restricted to shipments which originate at, are destined to, or move through Denver, Colo.; (20) between Chicago, Ill., and junction of U.S. Highways 36 and 24 approximately 8 miles west of Hannibal, Mo.; from Chicago over U.S. Highway 66 to its junction with U.S. Highway 54 at or near Springfield, Ill., thence over U.S. Highway 54 to its junction with U.S. Highway 36, thence over U.S. Highway 36 to its junction with U.S. Highway 24, and return over the same route; serving no intermediate points and serving the junction of U.S. Highways 36 and 24 for the purpose of joinder only; as an alternate route for operating convenience only in connection with carriers' regular route operations between Chicago, Ill., and Kansas City, Mo., (21) between Chicago, Ill., and the junction of U.S. Highway 30 and Alternate U.S. Highway 30, approximately four miles west of Sterling, Ill.; from Chicago over U.S. Highway 34 to its junction with Illinois Highway 65, thence over Illinois Highway 65 to its junction with U.S. Highway 30, thence over U.S. Highway 30 to its junction with Alternate U.S. Highway 30, and return over the same route, serving no intermediate points and serving the junction of U.S. Highway 30 and Alternate U.S. Highway 30 for the purpose of joinder only, as an alternate route for operating convenience only in connection with carrier's regular route operations between Chicago, Ill., and Denver, Colo.

(22) Between Omaha, Nebr., and the junction of U.S. Highway 30 and Alternate U.S. Highway 30 southwest of Clarks, Nebr.; from Omaha over Alternate U.S. Highway 30 to junction U.S. Highway 30, and return over the same route, serving no intermediate points, and serving the junction of U.S. Highway 30 and Alternate U.S. Highway 30

for the purpose of joinder only as an alternate route for operating convenience only in connection with carrier's regular route operations, (23) serving the site of the New Mexico State Penitentiary on New Mexico Highway 10, as an off-route point in connection with carrier's regular route operations between Denver, Colo., and Albuquerque, N. Mex.; (24) between Kingman, Ariz., and the plant site of the Atomic Energy Commission near Mercury, Nev.; from Kingman over U.S. Highway 93 to Las Vegas, Nev., thence over U.S. Highway 95 via Indiana Springs, Nev., to junction unnumbered highway, thence over unnumbered highway to the above specified plant site near Mercury, and return over the same route, serving no intermediate points, restricted to traffic having an origin or destination in Arizona, New Mexico, Texas, or Oklahoma, and restricted against interlining at said plant site, (25) between Needles, Calif., and the plant site of the Atomic Energy Commission near Mercury, Nev.; from Needles over U.S. Highway 66 to junction U.S. Highway 95, thence over U.S. Highway 95 via Indian Springs, Nev., to junction unnumbered highway, thence over unnumbered highway to the above-specified plant site near Mercury, Nev., and return over the same route, serving no intermediate points, (26) between Barstow, Calif., and the plant site of the Atomic Energy Commission near Mercury, Nev.; from Barstow over U.S. Highway 91 to Las Vegas, Nev., thence over U.S. Highway 95 via Indian Springs, Nev., to junction unnumbered highway, thence over unnumbered highway to the above-specified plant site near Mercury, Nev., and return over the same route, serving no intermediate points, (27) between Kansas City, Mo., and Dalhart, Tex.; from Kansas City over U.S. Highway 50 (portion formerly U.S. Highway 50S) via Ottawa, Emporia, Newton, and Hutchinson, Kans., to junction U.S. Highway 183 at Kinsley, Kans., thence over U.S. Highway 183 to junction U.S. Highway 54, thence over U.S. Highway 54 via Meade and Liberal, Kans., and Guymon, Okla., to Dalhart, and return over the same route, serving no intermediate points, and serving Dalhart for purpose of joinder only, as an alternate route for operating convenience only in connection with carrier's authorized regular-route operations. **RESTRICTION:** The above described route may not be used for transporting traffic to and from points in Texas, except that moving through the Albuquerque, N. Mex., gateway, (28) between the junction of U.S. Highway 66 and U.S. Highway 89, 4 miles east of Flagstaff, Ariz., and Tuba City, Ariz.; from junction U.S. Highway 66 and U.S. Highway 89 over U.S. Highway 89 to junction with an unnumbered highway approximately 7 miles north of Cameron, and thence over said unnumbered highway to Tuba City, and return over the same route, serving no intermediate points.

(29) Serving the site of the Jack Pyle Project of the Isbell Construction Co., approximately 9 miles north of Laguna, N. Mex., as an off-route point in connection with carrier's authorized regular route operations; (30) between Denver,

Colo., and Mount Morrison, Colo.; from Denver over U.S. Highway 85 to Littleton, Colo., thence over unnumbered highways to Fort Logan, Colo., thence over Colorado Highway 75 to junction U.S. Highway 285, and thence over U.S. Highway 285 to Mount Morrison, and return over the same route, serving all intermediate points, (31) between Denver, Colo., and Watkins, Colo., from Denver over U.S. Highway 40 to Watkins, and return over the same route, serving all intermediate points, but with no service at the terminal point of Watkins, (32) between Denver, Colo., and Conifer, Colo., from Denver over U.S. Highway 285 to Conifer, and return over the same route, serving all intermediate points; and the off-route points of Indian Hills, Colo., and those within 6 miles of Mount Morrison, (33) between Denver, Colo., and Fort Lupton, Colo., from Denver over U.S. Highway 85 to Fort Lupton, and return over the same route, serving all intermediate points, and the off-route points of Wattenburg and Derby, Colo., and those within two miles of the above-specified route, (34) serving the site of the Glenn L. Martin Plant, near Waterton, Colo., as an off-route point in connection with carrier's regular route operations to and from Denver, Colo.; (35) serving Zuni, Ramah, and Crown Point, N. Mex., as off-route points in connection with carrier's authorized regular route operation between Los Angeles, Calif., and Albuquerque, N. Mex., over U.S. Highway 66, (36) between Chicago, Ill., and Fort Wayne, Ind., from Chicago over U.S. Highway 41 to junction U.S. Highway 30, thence over U.S. Highway 30 to Valparaiso, Ind., thence over Indiana Highway 2 to South Bend, Ind., thence over U.S. Highway 33 to Elkhart, Ind. (also from Chicago over U.S. Highway 20 to Elkhart), thence over U.S. Highway 33 to Fort Wayne, and return over the same route, serving all intermediate points including Rolling Prairie, Ind., and the off-route points (A) of Michigan City, Notre Dame, and St. Marys, Ind., (B) those in the Chicago, Ill., commercial zone, as defined by the Commission, and (C) those located within 5 miles of (1) Fort Wayne, Ind., and (2) Baer Field, Ind., (37) between Michigan City, Ind., and La Porte, Ind.; from Michigan City over U.S. Highway 35 to La Porte, and return over the same route, serving all intermediate points, (38) serving the Glen Canyon Dam Site in Arizona (on the Colorado River near the Arizona-Utah State line) and points within 10 miles thereof, as off-route points in connection with carrier's authorized regular route operations between Los Angeles, Calif., and Albuquerque, N. Mex.

(39) Between Gallup, N. Mex., and Window Rock, Ariz., from Gallup over U.S. Highway 666 to junction New Mexico Highway 68, approximately 5 miles north of Gallup, thence over New Mexico Highway 68 to the Arizona-New Mexico State line, thence over unnumbered highways to Window Rock, and return over the same route, serving all intermediate points, (40) between Manteca, Calif., and Stockton, Calif., from Manteca over U.S. Highway 99 to junction

U.S. Highway 50 (formerly U.S. Highway 99) east of Stockton, Calif., and thence over U.S. Highway 50 to Stockton, and return over the same route, serving no intermediate points, (41) between Welch, Tex., and Brownfield, Tex., from Welch over Texas Highway 137 to Brownfield, and return over the same route, serving all intermediate points, (42) between Seagraves, Tex., and Lubbock, Tex., from Seagraves over U.S. Highway 62 to Lubbock, and return over the same route, serving all intermediate points, and the off-route point of Hurlwood, Tex., (43) between Hobbs, N. Mex., and Wink, Tex., from Hobbs over New Mexico Highway 18 to the New Mexico-Texas State line (also from Hobbs over U.S. Highway 62 to junction New Mexico Highway 8, thence over New Mexico Highway 8 to junction New Mexico Highway 176 (formerly N. Mex. Highway 18), thence over New Mexico Highway 176 to junction New Mexico Highway 18, thence over New Mexico Highway 18 to the New Mexico-Texas State line), thence over Texas Highway 82 to Kermit, Tex., thence over Texas Highway 115 to Wink, and return over the same route, serving all intermediate points, (44) between Amarillo, Tex., and Lubbock, Tex., from Amarillo over U.S. Highway 87 to Lubbock, and return over the same route, serving all intermediate points, and the off-route point of Hurlwood, Tex. RESTRICTION: Service is restricted against traffic moving solely to or from Amarillo or Lubbock, Tex., on the one hand, and, Hart or Olton, Tex., on the other, through interchange or other arrangement.

(45) Between Andrews, Tex., and Kermit, Tex., from Andrews over Texas Farm Road 703 to Kermit, and return over the same route, serving all intermediate points, (46) between Kermit, Tex., and Monahans, Tex., from Kermit over Texas Highway 82 to Monahans, and return over the same route, serving no intermediate points, (47) between Kermit, Tex., and Plains, Tex.; from Kermit over Texas Highway 302 to Odessa, Tex., thence over Texas Highway 51 to Seagraves, Tex., thence over Texas Highway 83 (formerly Texas Highway 328) to junction Texas Highway 1622 (formerly unnumbered highway), thence over Texas Highway 1622 through Allred, Tex., to junction Texas Highway 337 (formerly unnumbered highway), thence over Texas Highway 337 to Plains and return over the same route, serving all intermediate points and the off-route points of Goldsmith, Tex., the plant site of the Stanolind Oil & Gas Co., near Goldsmith, and the plant site of the Stanolind Oil & Gas Co., known as the "Midland Farms Gasoline Plant" located on unnumbered highway at a point about 13½ miles south of Andrews, Tex., and about 2½ miles east of Texas Highway 51, and the plant site of the Cities Service Oil Co., located on unnumbered highway at a point about 9 miles west of Seminole, Tex., and about 2 miles north and one-half mile west of the junction of U.S. Highway 62 and Texas Farm Road 1757, and the off-route point of Terminal, Tex., (48) between Seminole, Tex., and Plains, Tex., from Seminole over Texas Highway

214 to Plains, and return over the same route, serving all intermediate points and the off-route point of the site of the plant of the Cities Service Oil Co., located on unnumbered highway at a point about 9 miles west of Seminole, Tex., and about 2 miles north and one-half mile west of the junction of U.S. Highway 62 and Texas Farm Road 1757, (49) between Andrews, Tex., and Eunice, N. Mex., from Andrews over Texas Highway 176 (formerly Texas Highway 87) via Fullerton (Frankell City), Tex., to the Texas-New Mexico State line, thence over New Mexico Highway 176 (formerly New Mexico Highway 8) to Eunice, and return over the same route, serving all intermediate points, (50) between Seminole, Tex., and Lamesa, Tex., from Seminole over U.S. Highway 180 to Lamesa and return over the same route, serving all intermediate points, and the off-route point of the site of the plant site of the Cities Service Oil Co., located on unnumbered highway at a point about 9 miles west of Seminole, Tex., and about 2 miles north and one-half mile west of the junction of U.S. Highway 62 and Texas Farm Road 1757, (51) between Seagraves, Tex., and Lamesa, Tex.; from Seagraves over Texas Highway 83 (formerly Texas Highway 328) to junction Texas Highway 137, thence over Texas Highway 137 to Lamesa, and return over the same route, serving all intermediate points.

(52) Between Hobbs, N. Mex., and the junction Texas Highway 83 (formerly Texas Highway 328) and Texas Highway 1622 (formerly unnumbered highway) south of Allred, Tex., from Hobbs over New Mexico Highway 132 to junction New Mexico Highway 83, thence over New Mexico 83 to the New Mexico-Texas State line, thence over Texas Highway 83 (formerly Texas Highway 328) to junction Texas Highway 1622 (formerly unnumbered highway), and return over the same route, serving no intermediate points, and with service at Hobbs restricted against the transportation of traffic originating at or destined to, or originating at, destined to, or interchanged at Lubbock, Tex., (53) between Plains, Tex., and Brownfield, Tex., from Plains over Texas Highway 214 to junction unnumbered highway, thence over unnumbered highway to junction Texas Highway 301 (formerly unnumbered highway), thence over Texas Highway 301 to Sundown, Tex., thence over Texas Highway 300 (formerly unnumbered highway) to junction unnumbered highway, thence over unnumbered highway to junction Texas Highway 116 (formerly Texas Highway 290), thence over Texas Highway 116 to junction Texas Highway 51, thence over Texas Highway 51 to Brownfield, and return over the same route, serving the intermediate points of Sundown, and Levelland, Tex., (54) between Amarillo, Tex., and Hooker, Okla.; from Amarillo over U.S. Highway 287 to Stratford, Tex., thence over U.S. Highway 54 to Hooker, and return over the same route, serving all intermediate points, and the off-route points of the Cities Service Booster Station located approximately 15 miles north of Guymon, Okla., and the Hansford Gasoline Plant of Phillips Petroleum

Co., located approximately 11 miles southeast of Texhoma, Tex., (55) between Etter, Tex., and junction U.S. Highway 287 and Texas Highway 119 (formerly unnumbered highway), from Etter over unnumbered highway via Cactus, Tex., to junction Texas Highway 281 (formerly unnumbered highway), thence over Texas Highway 281 to Sunray, Tex., thence over Texas Highway 119 (formerly unnumbered highway) via Sheerin, Tex., to junction U.S. Highway 287, and return over the same route, serving all intermediate points, (56) between Hooker, Okla., and Johnson, Kans., from Hooker over U.S. Highway 54 to Liberal, Kans., thence over U.S. Highway 270 to Hugoton, Kans., thence over U.S. Highway 56 (formerly Kansas Highway 45) to Elkhart, Kans., thence over Kansas Highway 27 to Johnson, and return over the same route, serving all intermediate points; and the off-route points of Manter, Kans., the sites of the plants of the Northern Natural Gas Co., located (1) on an unnumbered road at a point approximately 2½ miles northwest of Woods, Kans., and (2) on an unnumbered road at a point approximately 8 miles west of Liberal, Kans., and the site of the plant of the Hugoton Plains Gas & Oil Co., located on an unnumbered highway at a point approximately 2 miles northwest of Tyrone, Okla.

(57) Between Hugoton, Kans., and Johnson, Kans., from Hugoton over U.S. Highway 270 via Ulysses, Kans., to Johnson; also from junction U.S. Highway 270 and U.S. Highway 56 (formerly Kansas Highway 45) near Hugoton over U.S. Highway 56 to junction U.S. Highway 160, thence over U.S. Highway 160 to Ulysses, and return over the same route, serving all intermediate points; and the off-route points of Sublette, Ryus, and Manter, Kans., (58) between Wichita, Kans., and Liberal, Kans., from Wichita over U.S. Highway 54 to Liberal, and return over the same route, serving the intermediate and off-route points of Pratt, Cullison, Wellsford, Haviland, Greenburg, Mullinville, Bucklin, Kingsdown, Bloom, Minneola, Fowler, Meade, Plains, and Kismet, Kans., (59) between the junction of Texas Highway 115 and Texas Farm Road 128 (formerly Texas Farm Road 781), and Jal, N. Mex., from the junction of Texas Highway 115 and Texas Farm Road 128 (formerly Texas Farm Road 781) over Texas Farm Road 128 to the Texas-New Mexico State line, thence over New Mexico Highway 256 (formerly New Mexico Highway 18) to Jal, and return over the same route, serving all intermediate points, (60) between Liberal, Kans., and Beaver, Okla., from Liberal over U.S. Highway 83 to junction U.S. Highway 64, thence over U.S. Highway 64 to junction U.S. Highway 270, thence over U.S. Highway 270 to Beaver, and return over the same route, serving the intermediate point of Forgan, Okla., (61) between Liberal, Kans., and Perryton, Tex., from Liberal over U.S. Highway 83 to Perryton, and return over the same route, serving all intermediate points, (62) between the junction of Texas Highway 115 and Texas Farm Road 181, and the junction of Texas Farm Road 181 and Texas Highway 302, from the junction of Texas

Highway 115 and Texas Farm Road 181, over Texas Farm Road 181 to junction Texas Highway 302, and return over the same route, serving no intermediate points, (63) from Liberal, Kans., to Woods, Kans., from Liberal over unnumbered county road west to the Liberal Compressor Station, thence west over an unnumbered county road approximately 3 miles to junction of a second unnumbered county road, thence north over unnumbered county road to junction U.S. Highway 270 at or near Woods, and return over the same route, serving no intermediate points, (64) serving points within 30 miles of Grants, N. Mex., as off-route points in connection with carrier's authorized regular-route operations between Los Angeles, Calif., and Albuquerque, N. Mex., (65) between Roswell, N. Mex., and Artesia, N. Mex., from Roswell over unnumbered highway (formerly U.S. Highway 285) via Fairbanks, South Springs, and Orchard Park, N. Mex., to junction U.S. Highway 285, thence over U.S. Highway 285 to Artesia, and return over the same route, serving the intermediate points of Dexter, Hagerman, Lake Arthur, Cottonwood, and Espuella, N. Mex.

(66) Between Hagerman, N. Mex., and Roswell, N. Mex., from Hagerman over the specified route to Roswell, and return over the same route, serving all intermediate points, (67) between Walsenburg, Colo., and Santa Fe, N. Mex.; from Walsenburg over U.S. Highway 160 to Alamosa, Colo., thence over U.S. Highway 285 to Santa Fe, and return over the same route, serving no intermediate points, and serving the sites of Zia Project, Los Alamos, N. Mex., restricted to traffic moving to or from points beyond Santa Fe, and the Petaca Mines near Ojo Caliente, N. Mex., as off-route points, (68) serving the site of the Camrick Processing Plant of the Texas Co., located approximately 7½ miles southwest of Gray (Beaver County), Okla., as an off-route point in connection with carrier's authorized regular-route operations between Liberal, Kans., and Perryton, Tex., and between Amarillo, Tex., and Hooker, Okla.; (69) serving the Navajo Dam Site, near Blanco, N. Mex., and points in Rio Arriba County, N. Mex., within 10 miles of the site, as off-route points in connection with carrier's regular route operations (1) between Los Angeles, Calif., and Albuquerque, N. Mex., (2) between Denver, Colo., and Albuquerque, N. Mex., (3) between Amarillo, Tex., and Los Angeles, Calif., and (4) between Walsenburg, Colo., and Santa Fe, N. Mex., (70) between Hutchinson, Kans., and Pratt, Kans., from Hutchinson over Kansas Highway 61 to Pratt, and return over the same route, serving no intermediate points and serving Hutchinson and Pratt for purpose of joinder only; as an alternate route for operating convenience only; (71) between Hutchinson, Kans., and Kansas City, Mo.; from Hutchinson over U.S. Highway 50 (formerly U.S. Highway 50S) to junction U.S. Highway 56 (formerly U.S. Highway 50N) near Worden, Kans., thence continue over U.S. Highway 50 to junction Kansas Highway 10 at or near Merriam, Kans., thence over

Kansas Highway 10 to Kansas City, Kans., thence over city streets to Kansas City, Mo., and return over the same route, serving all intermediate and off-route points in the Kansas City, Mo., Kansas City, Kans., commercial zone, as defined by the Commission, and the off-route point of the U.S. Naval Air Station (formerly known as the Hutchinson, Kans., Naval Air Station), located approximately 2½ miles west of Yoder, Kans.; (72) between Hutchinson, Kans., and Wichita, Kans., from Hutchinson over Kansas Highway 96 to Wichita, and return over the same route, serving the intermediate points of Maize, Colwich, Andale, Mt. Hope, and Haven, Kans., and the off-route point of the U.S. Naval Air Station located 2½ miles west of Yoder, Kans., (73) from Hutchinson, Kans., to Kansas City, Mo., from Hutchinson over U.S. Highway 50 (formerly U.S. Highway 50S) to junction U.S. Highway 56 (formerly U.S. Highway 50N) near Worden, Kans., thence continue over U.S. Highway 50 to junction Kansas Highway 10 at or near Merriam, Kans., thence over Kansas Highway 10 to Kansas City, Kans., thence over city streets to Kansas City, Mo., and return over the same route, serving no intermediate points.

(74) Between Wichita, Kans., and Kansas City, Mo.; from Wichita over the Kansas Turnpike to Kansas City, Kans., thence over city streets to Kansas City, Mo., and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; (75) serving the Helium Plant, located 3½ miles northeast of Keyes, Okla., as an off-route point in connection with carrier's regular route operations; (76) between Stratford, Tex., and junction U.S. Highways 54 and 66 (at or near Tucumcari, N. Mex.); from Stratford over U.S. Highway 54 to junction U.S. Highway 66, and return over the same route, serving no intermediate points as an alternate route for operating convenience only in connection with carrier's authorized regular-route operations between Albuquerque, N. Mex., and Amarillo, Tex., and between Amarillo, Tex., and Wichita, Kans., (77) serving points in Arizona north of Phoenix which are located within 12 miles of Phoenix and on and within 2 miles of Arizona Highway 69, as off-route points in connection with carrier's regular route operations; (78) between Phoenix, Ariz., and Kingman, Ariz., (a) from Phoenix over U.S. Highway 89 to Ash Fork, Ariz., thence over U.S. Highway 66 to Kingman, and return over the same route, and (b) from Phoenix over U.S. Highway 89 to Congress Junction, Ariz., thence over unnumbered highways via Hillside, Ariz., to junction Arizona Highway 93 (formerly unnumbered highway), thence over Arizona Highway 93 via Wikieup and Round Valley, Ariz., to junction U.S. Highway 66 (approximately 1 mile northeast of Kingman), thence over U.S. Highway 66 to Kingman, and return over the same route; in connection with (a) and (b), service is authorized to and from the intermediate points of Hillside, Ariz., and those on the unnumbered highways and Arizona Highway 93 speci-

fied above between Hillside and Kingman, Ariz., without restriction; those on U.S. Highways 89 and 66 between Phoenix and Kingman, Ariz., without restriction; and those on the above specified unnumbered county highways between Congress Junction and Hillside, Ariz., restricted to traffic moving to or from points north of Hillside, Ariz., and service is authorized to and from the off-route points of Signal, Deluge Wash Mine, Kaaba Mine, and Hualapai Mountain Park, Ariz., (79) between Kingman and Prescott, Ariz., from Kingman over U.S. Highway 66 to Ash Fork, Ariz., thence over U.S. Highway 89 to Prescott, and return over the same route, serving all intermediate points and the off-route point of Nelson, Ariz.

(80) Between Kingman, Ariz., and Davis Dam Site, Ariz., from Kingman over U.S. Highway 93 to junction Arizona Highway 68 (formerly unnumbered highway), thence over Arizona Highway 68 via Union, Ariz., to Davis Dam Site, and return over the same route, serving no intermediate points, but serving off-route points within 5 miles of Davis Dam, (81) between Artillery Peaks, Ariz., and Yucca, Ariz., from Artillery Peaks over unnumbered Arizona highways to Yucca, and return over the same route, serving all intermediate points, and the off-route point of Signal, Ariz., (82) between Las Vegas, Nev., and Bullhead City, Ariz., from Las Vegas over U.S. Highway 95 to junction Nevada Highway 77, thence over Nevada Highway 77 to the Colorado River, thence across the Colorado river over an unnumbered Arizona highway to Bullhead City, and return over the same route, serving all intermediate points south of Alunite, Nev., and off-route points within 5 miles of the site of Davis Dam, Arizona-Nevada, without restriction; and serving all intermediate points north of, and including Alunite, restricted to traffic originating at or destined to points south of Alunite, (83) between Kingman, Ariz., and Alunite, Nev., from Kingman over U.S. Highway 93 to Alunite, and return over the same route, serving the intermediate point of Boulder City, Nev., (84) between Phoenix, Ariz., on the one hand, and on the other, the Davis Dam Site, Ariz., and points within 5 miles of Davis Dam Site, and Kingman, Ariz., and points within 25 miles of Kingman; from Phoenix over U.S. Highway 60 to junction Arizona Highway 72, thence over Arizona Highway 72 to the Arizona-California State line, thence over unnumbered California highway via Earp, Calif., to Vidal Junction, Calif., thence over U.S. Highway 95 to junction U.S. Highway 66, thence over U.S. Highway 66 to Topock, Ariz., thence over unnumbered Arizona highway (formerly U.S. Highway 66) to Oatman, Ariz., thence over irregular routes to Davis Dam and points within 5 miles thereof, and to Kingman and points within 25 miles thereof; and return over irregular routes to Oatman, thence over the immediately above-specified regular routes to Phoenix, and return over the same route, serving no intermediate points, (85) between Phoenix, Ariz., and Prescott, Ariz., from Phoenix over U.S. Highway 60 to junction Arizona Highway

69, thence over Arizona Highway 69 to Prescott, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, (86) serving intercontinental ballistic missile testing and launching sites, and supply points therefor, in Washington, Gilpin, Jefferson, Lincoln, Elbert, Arapahoe, Douglas, El Paso, Larimer, Teller, Park, Clear Creek, and Boulder Counties, Colo., as off-route points in connection with carrier's authorized regular route operations to, from, or through Denver, Colo., (87) serving off-route points in New Mexico east of U.S. Highway 285 and within 30 miles of Carlsbad, N. Mex., in connection with carrier's regular-route operations between El Paso, Tex., and Artesia, N. Mex.

(88) Between El Paso, Tex., and Roswell, N. Mex., from El Paso over U.S. Highway 54 to Tularosa, N. Mex., thence over U.S. Highway 70 to Roswell, and return over the same route, serving all intermediate points and the off-route point of Ruidoso, N. Mex., (89) between El Paso, Tex., and Artesia, N. Mex., from El Paso over U.S. Highway 62 to Carlsbad, N. Mex., thence over U.S. Highway 285 to Artesia, and return over the same route, serving all intermediate points, (90) between Roswell, N. Mex., and the site of the U.S. Army Air School (approximately 5 miles south of Roswell); from Roswell over New Mexico Highway 13 to the site of the U.S. Army Air School (approximately 5 miles south of Roswell), and return over the same route, serving no intermediate points, (91) between El Paso, Tex., and Vaughn, N. Mex., from El Paso over U.S. Highway 54 to Vaughn, and return over the same route, serving all intermediate points, (92) between junction U.S. Highways 54 and 70 and the site of Alamogordo Army Air Field, located approximately 10 miles west of Alamogordo, N. Mex., from junction U.S. Highways 54 and 70 over U.S. Highway 70 to site of Alamogordo Army Air Field and return over the same route, serving no intermediate points, (93) between Orogrande, N. Mex., and the site of the White Sands Proving Grounds, N. Mex., from Orogrande over unnumbered highway to the site of the White Sands Proving Grounds, and return over the same route, serving no intermediate points; (94) between Alamogordo, N. Mex., and the site of the White Sands Proving Grounds, N. Mex.; from Alamogordo over U.S. Highway 70 to junction unnumbered highway (about 3 miles of White Sands Proving Grounds), and thence over said unnumbered highway to the site of the White Sands Proving Grounds, and return over the same route, serving no intermediate points; (95) between El Paso, Tex., and Roswell, N. Mex., from El Paso over U.S. Highway 54 to Tularosa, N. Mex., thence over U.S. Highway 70 to Roswell, and return over the same route, serving the off-route point of Ruidoso, N. Mex., and all intermediate points between El Paso and Tularosa, (96) between El Paso, Tex., and Artesia, N. Mex.; from El Paso over U.S. Highway 62 to Carlsbad, N. Mex., thence over U.S. Highway 285 to Artesia, and return over the same route, serving no intermediate points and the off-route

points in New Mexico east of U.S. Highway 285 and within 25 miles of Carlsbad; (97) between Roswell, N. Mex., and the site of Walker Army Air Force Base, approximately 5 miles south of Roswell, N. Mex.; from Roswell over New Mexico Highway 13 to the site of Walker Army Air Force Base, and return over the same route, serving no intermediate points; (98) between Tularosa, N. Mex., and Vaughn, N. Mex.; from Tularosa over U.S. Highway 54 to Vaughn, and return over the same route, serving all intermediate points; (99) between junction U.S. Highways 54 and 70 and the site of Holloman Army Air Base, approximately 10 miles west of Alamogordo, N. Mex.; from junction U.S. Highways 54 and 70 over unnumbered highway to the site of Holloman Army Air Base, and return over the same route, serving no intermediate points.

(100) Between Orogrande, N. Mex., and the site of White Sands Proving Grounds, N. Mex.; from Orogrande over unnumbered highway to the site of White Sands Proving Grounds, and return over the same route, serving no intermediate points; (101) between junction U.S. Highway 70 and unnumbered New Mexico Highway (about 3 miles north of White Sands Proving Grounds) and the site of White Sands Proving Grounds; from junction U.S. Highway 70 and unnumbered New Mexico Highway, over unnumbered highway to the site of White Sands Proving Grounds, and return over the same route, serving no intermediate points; (102) between junction unnumbered highway and U.S. Highway 54, approximately 4 miles north of El Paso, Tex., and the site of the White Sands Proving Grounds, N. Mex.; from junction unnumbered highway and U.S. Highway 54 over unnumbered Texas Highway to the Texas-New Mexico State line, thence over unnumbered New Mexico Highway to the site of the White Sands Proving Grounds, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with carrier's regular-route operations between El Paso, Tex., and the site of the White Sands Proving Grounds, N. Mex.; (103) serving the White Sands Missile Range, N. Mex., as an off-route point in connection with carrier's regular route operations between Alamogordo and Carrizozo, N. Mex., over U.S. Highway 54; (104) between Alamogordo, N. Mex., and junction U.S. Highway 70 and the southwest boundary of the White Sands Missile Range, N. Mex., from Alamogordo over U.S. Highway 70 to the southwest boundary of the White Sands Missile Range, and return over the same route, serving all intermediate points within the White Sands Missile Range; and serving the White Sands Missile Range as an off-route point; (105) between Artesia, N. Mex., and the junction of New Mexico Highway 83 and U.S. Highway 54; from Artesia over New Mexico Highway 83 to junction U.S. Highway 54, and return over the same route, serving all intermediate points, and the site of the U.S. Government Solar Furnace, approximately 3.5 miles north of Cloudcroft, N. Mex., as an off-route point; (106)

serving the site of the B. F. Goodrich Co. plant, approximately 13 miles east of Fort Wayne, Ind., in Milan Township, Allen County, Ind., as an off-route point in connection with carrier's regular route operations to and from Fort Wayne, Ind.; (107) serving U.S. missile launching sites located in Chaves and Lincoln Counties, N. Mex., as off-route points in connection with carrier's regular route operations to, from, or through Roswell, N. Mex.; (108) serving the plant site of Southwest Forest Industries, Inc., located approximately 15 miles west of Snowflake, Ariz., as an off-route point in connection with carrier's regular route operations.

(109) Between Phoenix, Ariz., and Flagstaff, Ariz.; from Phoenix over Interstate Highway 17 to Flagstaff and return over the same route, serving no intermediate points and serving Flagstaff for the purpose of joinder only, as an alternate route for operating convenience only in connection with carrier's regular-route operations; (110) between junction U.S. Highways 24 and 36 at or near Monroe City, Mo., and Kansas City, Mo.; from junction U.S. Highways 24 and 36 at or near Monroe City, Mo., over U.S. Highway 24 to Kansas City, and return over the same route, serving no intermediate points but serving junction U.S. Highways 24 and 36 for the purpose of joinder only, as an alternate route for operating convenience only in connection with carrier's regular-route operations between Chicago, Ill., and Kansas City, Mo.; (111) serving U.S. missile launching sites located at points in Sedgwick, Butler, Harvey, Sumner, Cowley, Kingman, and Reno Counties, Kans., as off-route points in connection with carrier's regular route operations; (112) between Amarillo, Tex., and junction U.S. Highways 70 and 285 approximately 6 miles north of Roswell, N. Mex.; from Amarillo over U.S. Highway 87 to junction U.S. Highway 60 at or near Canyon, Tex., thence over U.S. Highway 60 to junction U.S. Highway 70 at or near Farwell, Tex., thence over U.S. Highway 70 to junction U.S. Highway 285 approximately 6 miles north of Roswell, and return over the same route, serving no intermediate points and serving the junction of U.S. Highways 70 and 285 for the purpose of joinder only, as an alternate route for operating convenience only in connection with carrier's presently authorized regular-route operations; (113) between Lubbock, Tex., and Lamesa, Tex.; from Lubbock over U.S. Highway 87 to Lamesa, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with carrier's presently authorized regular-route operations; (114) between Lamesa, Tex., and Odessa, Tex.; from Lamesa over Texas Highway 137 to junction Texas Highway 349, thence over Texas Highway 349 to junction U.S. Highway 80, thence over U.S. Highway 80 to Odessa and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with carrier's presently authorized regular-route operations; (115) between junction U.S. Highway 99 and California Highway 152 near Chowchilla, Calif., and

San Jose, Calif.; from junction U.S. Highway 99 and California Highway 152, over California Highway 152 to Gilroy, Calif., and thence over U.S. Highway 101 to San Jose, and return over the same route, serving no intermediate points; (116) between Denver, Colo., and Trinidad, Colo., from Denver over U.S. Highway 85 to junction unnumbered highway (formerly portion U.S. Highway 85), thence over unnumbered highway via Larkspur, and Palmer Lake, Colo., to junction U.S. Highway 85 at or near Monument, Colo., thence over U.S. Highway 85 via Pueblo, Colo., to junction unnumbered highway (formerly portion U.S. Highway 85), thence over unnumbered highway via Crow and Greenhorn, Colo., to junction U.S. Highway 85, and thence over U.S. Highway 85 to Trinidad, and return over the same route, serving all intermediate points; (117) between Denver, Colo., and Lamar, Colo.; from Denver to Pueblo, Colo., as specified above, and thence over U.S. Highway 50 to Lamar, and return over the same route, serving all intermediate points.

(118) Between Walsenburg, Colo., and junction U.S. Highways 89 and 66, located approximately 4 miles east of Flagstaff, Ariz.; from Walsenburg over U.S. Highway 160 to junction U.S. Highway 666 at Cortez, Colo., thence over U.S. Highway 666 to junction Navajo Trail Route No. 1, located approximately 20 miles south of Cortez, thence over Navajo Trail Route No. 1 through Mexican Water, Kayenta and Tuba City, Ariz., to junction U.S. Highway 89 located approximately 10 miles west of Tuba City, Ariz., and thence over U.S. Highway 89 to junction U.S. Highway 66 and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with carrier's presently authorized regular-route operations; (119) between Denver, Colo., and junction U.S. Highway 160 and Colorado Highway 112, located at Del Norte, Colo.; from Denver over U.S. Highway 285 to junction Colorado Highway 112, located approximately 12 miles north of Monte Vista, Colo., and thence over Colorado Highway 112 to junction U.S. Highway 160 and return over the same route, serving no intermediate points and serving the junction of U.S. Highway 160 and Colorado Highway 112 for the purpose of joinder only, as an alternate route for operating convenience only in connection with carrier's presently authorized regular-route operations; (120) between junction U.S. Highways 66 and 285 at or near Clines Corners, N. Mex., and junction U.S. Highway 285 and New Mexico Highway 20; from junction U.S. Highways 66 and 285 at or near Clines Corners over U.S. Highway 285 to junction New Mexico Highway 20 and return over the same route, serving no intermediate points and serving junction U.S. Highway 285 and New Mexico Highway 20 for purpose of joinder only, as an alternate route for operating convenience only in connection with carrier's presently authorized regular-route operations; (121) serving the site of Academy Industries located at or near Sandoval, N. Mex., approximately 7 miles northwest of Albuquerque,

N. Mex., as an off-route point in connection with carrier's authorized regular-route operations; (122) between Kansas City, Mo., and junction U.S. Highway 36 and Missouri Highway 15 at or near Shelbina, Mo.; from Kansas City over U.S. Highway 24 to junction Missouri Highway 15 at or near Paris, Mo., thence over Missouri Highway 15 to junction U.S. Highway 36 at or near Shelbina and return over the same route, serving no intermediate points and serving junction U.S. Highway 36 and Missouri Highway 15 for the purpose of joinder only, as an alternate route for operating convenience only in connection with carrier's presently authorized regular-route operations;

(123) Between San Francisco, Calif., and Denver, Colo.; from San Francisco over U.S. Highway 50 to junction California Highway 120, thence over California Highway 120 to junction U.S. Highway 99 at or near Manteca, Calif., thence over U.S. Highway 99 to junction U.S. Highway 466 at or near Bakersfield, Calif., thence over U.S. Highway 466 to junction U.S. Highway 66 at or near Barstow, Calif., thence over U.S. Highway 66 to junction U.S. Highway 85 at Albuquerque, N. Mex., thence over U.S. Highway 85 to Denver and return over the same route, serving no intermediate points; and (124) between Wichita, Kans. and Newton, Kans., over U.S. Highway 81 serving no intermediate points and serving Newton for the purpose of joinder only, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations. **IRREGULAR ROUTES:** (1) Between Denver, Colo., and U.S. military reservations and Government projects within 5 miles of Denver, Colo., restricted to traffic moving to or from points carrier is presently authorized to serve, except Denver, Colo.; (2) from Rocky Fork and Manzanola, Colo., to points in New Mexico; (3) between points within 5 miles of Albuquerque, N. Mex., including Albuquerque, N. Mex.; (4) between Amarillo, Tex., the site of Amarillo Air Force Base, and the site of Pantex Ordnance Plant, near Amarillo, Tex.; (5) between Gallup, N. Mex., and points within 3 miles thereof, on the one hand, and, on the other, points in that part of Colorado, New Mexico, and Utah within the Navajo Indian Reservation (except points in New Mexico on U.S. Highway 666); (6) between Gallup, N. Mex., on the one hand, and, on the other, points in Arizona within the Navajo and Hopi Indian Reservations (except points in the Navajo Reservation west of U.S. Highway 89); (7) between points in McKinley County, N. Mex., on the one hand, and, on the other, points in that part of Arizona on and east of U.S. Highway 89 and north of U.S. Highway 66, except points within 5 miles of U.S. Highway 66; (8) between Kingman, Ariz., and points within 25 miles of Kingman; and (9) between Kingman, Ariz., and points in Arizona within 50 miles of Kingman.

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

No. MC 77013 (Sub-No. 8), filed March 15, 1965. Applicant: NIEDERBRACH

TRUCK SERVICE, INC., 609 North Sparta Street, Post Office Box 67, Steeleville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, except 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 Chester, Ill., and the junction of Illinois Highways 43 and 150: from Chester over Illinois Highway 150 to junction Illinois Highways 150 and 43, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations.

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

No. MC 80428 (Sub-No. 45), filed March 11, 1965. Applicant: MC BRIDE TRANSPORTATION, INC., Main and Nelson Streets, Goshen, N.Y. Applicant's attorney: Robert V. Gianniny, 900 Midtown Tower, Rochester 4, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed*, in bulk and in bags, and in mixed shipments, from Cayuga, N.Y., to points in Pennsylvania and points in Sussex, Warren, Morris, Somerset, and Hunterdon Counties, N.J., and *returned, refused, and rejected shipments* of specified commodities, on return.

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

No. MC 85465 (Sub-No. 9) (AMENDMENT), filed February 11, 1965, published FEDERAL REGISTER issue March 3, 1965, and republished as amended this issue. Applicant: WEST NEBRASKA EXPRESS, INC., Post Office Box 350, Scottsbluff, Nebr. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Scottsbluff, Nebr., and Fort Morgan, Colo., from Scottsbluff over Nebraska Highway 71 (formerly Nebraska Highway 29) to the Nebraska-Colorado State line, thence over Colorado Highway 71 to junction Colorado Highway 14 located at Stoneham, Colo., thence over Colorado Highway 14 to junction Colorado Highway 52 located approximately 2 miles east of New Raymer, Colo., and thence over Colorado Highway 52 to Fort Morgan, 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 authority.

NOTE: The purpose of this republication is to reflect the change to regular route operations from irregular route operations. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 87720 (Sub-No. 26), filed March 8, 1965. Applicant: BASS TRANSPORTATION CO., INC., Star Route A, Old Croton Road, Flemington, N.J. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Hard surface floor coverings, and incidental materials and supplies* used in or in connection with the installation or laying thereof, when moving in the same vehicle therewith, from points in Hamilton Township (Mercer County), N.J., to points in Wisconsin, Minnesota, Iowa, Nebraska, Kansas, Oklahoma, Arkansas, Missouri, Colorado, and Wyoming, and *rejected and damaged shipments*, on return.

NOTE: Applicant states the above proposed operation will be under contract with American Bitrite Rubber Co., Inc., Hamilton Township (Mercer County), N.J. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 88161 (Sub-No. 68), filed March 1, 1965. Applicant: INLAND TRANSPORTATION CO., INC., 6737 Corson Avenue South, Seattle, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals, and dry fertilizers*, in bulk, in tank vehicles, and *rejected and contaminated shipments*, between points in Columbia County, Oreg., on the one hand, and, on the other, points in Washington and Idaho.

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

No. MC 96493 (Sub-No. 2), filed March 15, 1965. Applicant: DOMENICK LIGUORI TRUCKING, INC., 515-517 Jefferson Street, Hoboken, N.J. Applicant's attorney: August W. Heckman, 297 Academy Street, Jersey City, N.J., 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paperboard* (not converted), from Newark, N.J., to points in Connecticut, Massachusetts, and Pennsylvania.

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

No. MC 99360 (Sub-No. 1), filed March 15, 1965. Applicant: DAVIS CARTAGE COMPANY, a corporation, 731 Walnut, Carrollton, Mich. Applicant's attorney: William B. Elmer, 22644 Gratiot Avenue, Kaiser Building, East Detroit, Mich., 48021. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer* in bag and in bulk, from Owosso, Mich., to points in Williams, Fulton, Lucas, Defiance, Henry, Wood, Ottawa, Sandusky, Seneca, Hancock, Putnam, Paulding, Van Wert, Allen, Hardin, Wyandot, Crawford, Huron, Erie, Richland, Mercer, Marion, Logan, and Auglaize Counties, Ohio.

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

No. MC 100666 (Sub-No. 69), filed March 11, 1965. Applicant: MELTON TRUCK LINES, INC., Post Office Box 7295, Shreveport, La. Applicant's at-

torney: 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: *Doors and windows*, complete with glass panes, and *accessories used in the installation thereof*, from Tap City, Ark., to points in the United States west of the Mississippi River (except those in Kansas, Louisiana, Missouri, Oklahoma, and Texas) and points in Mississippi, Alabama, Georgia, Florida, North Carolina, South Carolina, Tennessee, and Kentucky.

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

No. MC 101075 (Sub-No. 94), filed March 4, 1965. Applicant: TRANSPORT, INC., a corporation, 1215 Center Avenue, Moorhead, Minn. Applicant's attorney: Ronald B. Pitsenbarger, 1215 Center Avenue, Moorhead, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from Fargo and Grand Forks, N. Dak., to points in Minnesota and South Dakota.

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

No. MC 101075 (Sub-No. 95), filed March 15, 1965. Applicant: TRANSPORT, INC., 1215 Center Avenue, Moorhead, Minn., 56561. Applicant's attorney: Ronald B. Pitsenbarger, Post Office Box 396, 1215 Center Avenue, Moorhead, Minn., 56561. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, from Jamestown, N. Dak., and points within ten (10) miles thereof, to points in Minnesota, South Dakota, Montana, and ports of entry on the international boundary line between the United States and Canada located in North Dakota.

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

No. MC 102567 (Sub-No. 102) (AMENDMENT), filed March 1, 1965, published March 25, 1965, and republished as amended this issue. Applicant: EARL CLARENCE GIBBON, doing business as EARL GIBBON PETROLEUM TRANSPORT, 235 Benton Road, Bossier City, La. Applicant's attorney: Jo E. Shaw, Bettes Building, Houston, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Phosphatic fertilizer solutions*, in bulk and (b) *fertilizer compounds* (manufactured), dry, in bulk, from the plant sites of National Phosphate Corp., approximately 4 miles north of Hahnville, La., to points in Alabama, Arkansas, Kentucky, Mississippi, Louisiana, Oklahoma, Missouri, Tennessee, and Texas.

NOTE: The purpose of this republication is to eliminate any specification as to the type or kind of vehicle to be used. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 102709 (Sub-No. 2), filed March 1, 1965. Applicant: ZINO'S

MOTOR EXPRESS, INC., 200 East Touhy Avenue, Des Plaines, Ill. Applicant's attorney: Eugene L. Cohn, One North La Salle Street, Chicago, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Concrete forming equipment, brackets, beams, plywood, lumber, printed matter, paper or paper board, advertising material, molds, steel racks, forms, clamps, bolts, nails, braces, shores, steel wire, bars, angle stock, flat stock, sheets, rolled stock, tool steel, dies, and parts, materials, accessories, and supplies*, between Chicago, Ill., on the one hand, and, on the other, points in that part of Indiana and Wisconsin within 125 miles of Chicago.

NOTE: Applicant states the proposed service will be performed under a continuing contract or contracts with the Symons Manufacturing Co., located at Des Plaines, Ill. Also, no duplicating authority is requested. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 103880 (Sub-No. 333), filed March 15, 1965. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizers, and fertilizer ingredients*, in bulk, in tank vehicles, from East Dubuque, Ill., and points in Illinois within ten (10) miles thereof, to points in Illinois, Indiana, Wisconsin, Iowa, Missouri, Kansas, Nebraska, South Dakota, and Minnesota.

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

No. MC 103880 (Sub-No. 334), filed March 15, 1965. Applicant: PRODUCERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio. 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: *Petroleum products*, in bulk, in tank vehicles, from East Liverpool, Ohio, to Detroit, Mich.

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

No. MC 104960 (Sub-No. 32), filed March 15, 1965. Applicant: MOTOR FUEL CARRIERS, INC., 404 Elm Avenue, Post Office Box 2288, Panama City, Fla. Applicant's attorney: James E. Wilson, Jr., Wilson Building, Paris, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as defined in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank trucks, (1) from Mobile, Ala., and points within fifteen (15) miles thereof to points in Florida, west of the eastern boundary of Jefferson County, Fla., and (2) from Jacksonville, Fla., to points in Georgia within 200 miles of Jacksonville, Fla.

NOTE: Applicant states petroleum naphtha and lubricating oil to be excepted from the service as proposed above. If a hearing is

NOTICES

deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 105159 (Sub-No. 17), filed March 12, 1965. Applicant: LAWRENCE TRUCKING, INC., 1320 West Main Street, Red Wing, Minn. Applicant's representative: Donald B. Taylor, Box 5068, Minneapolis, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils, vegetable oils and petroleum naphtha (mineral spirits combined)*, from Red Wing, Minn., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Nebraska, North Dakota, and Ohio, and those points in Pennsylvania on and west of U.S. Highway 219, and points in South Dakota, West Virginia, and Wisconsin.

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

No. MC 105387 (Sub-No. 36) (AMENDMENT), filed December 30, 1964, published FEDERAL REGISTER issue January 20, 1965, and republished as amended this issue. Applicant: R. A. CORBETT, doing business as R. A. CORBETT TRANSPORT, Post Office Box 86, Lufkin, Tex. Applicant's attorney: Ewell H. Muse, Jr., Suite 415, Perry-Brooks Building, Austin, Tex., 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood preservatives, coal tar, and coal tar products*, in bulk, (1) from Point Comfort, Tex., and points within 5 miles thereof, to points in Alabama, Arkansas, Colorado, Florida, Georgia, Kansas, Louisiana, Missouri, Mississippi, New Mexico, Oklahoma, Tennessee, and Texas, and (2) from Columbia, La., and points within 5 miles thereof, to points in Mississippi, Arkansas, Alabama, Florida, Georgia, Kansas, Louisiana, Missouri, Oklahoma, Tennessee, and Texas.

NOTE: The purpose of this republication is to enlarge the destination territory by adding the States of Alabama, Florida, Georgia, Kansas, Louisiana, Missouri, Oklahoma, Tennessee, and Texas in (2) above. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 105636 (Sub-No. 24), filed March 10, 1965. Applicant: ARMELINI EXPRESS LINES, INC., Oak and Brewster Roads, Vineland, N.J. Applicant's attorney: Morris J. Winokur, Suite 1920, 2 Penn Center Plaza, John F. Kennedy Boulevard at 15th Street, Philadelphia, Pa., 19102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Florist supplies and equipment* (including flower sleeves, cages, and buckets) from Boston, Mass., Vineland, N.J., New York, N.Y., and Meriden, Conn., to points in Florida.

NOTE: Applicant states the proposed operation will be limited to shipments destined for delivery to persons engaged in the business of growing flowers.

(2) *Materials (including eggs) supplies (including drugs, vaccines, and insecticides) and equipment*, used or useful in the raising of poultry, from Vineland,

N.J., to Charlotte, N.C., Gainesville, Ga., and Jacksonville, Fla.

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

No. MC 105813 (Sub-No. 123), filed March 15, 1965. Applicant: BELFORD TRUCKING CO., INC., 1299 Northwest 23d Street, Miami, Fla. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Des Moines, Fort Dodge, and Webster City, Iowa, to points in Florida, Georgia, North Carolina, and South Carolina.

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

No. MC 106603 (Sub-No. 74) (AMENDMENT), filed February 4, 1965, published FEDERAL REGISTER issue March 10, 1965; and republished as amended this issue. Applicant: DIRECT TRANSIT LINES, INC., 200 Colrain Street SW., Grand Rapids, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum and gypsum products; building, wall and insulating boards; insulating materials, and materials and supplies* used in the installation of such commodities, from Grand Rapids, Mich., to points in Ohio.

NOTE: The purpose of this republication is to broaden the commodity description. If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 107107 (Sub-No. 339), filed March 3, 1965. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 458, Allapattah Station, Miami, Fla., 33142. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods, commodities in bulk, and those requiring special equipment), (1) between Jacksonville and Tampa, Fla., (a) from Jacksonville over U.S. Highway 90 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction Interstate Highway 4, and thence over Interstate Highway 4 to Tampa, and return over the same route, (b) from Jacksonville over Interstate Highway 10 to junction U.S. Highway 301, thence over U.S. Highway 301 to Waldo, thence over Florida Highway 24 to junction Interstate Highway 75, thence over Interstate Highway 75 to Tampa, and return over the same route; (2) between Jacksonville and Orlando, Fla., (a) from Jacksonville over U.S. Highway 17 to Orlando, and return over the same route, (b) from Jacksonville over U.S. Highway 1 to junction Interstate Highway 95 at Natural Gardens, thence over Interstate Highway 95 to junction Interstate Highway 4, and thence over Interstate Highway 4 to Orlando, and return over the same route; (c) from Jacksonville over Interstate Highway 10 to junction U.S.

Highway 301, thence over U.S. Highway 301 to junction U.S. Highway 441, thence over U.S. Highway 441 to Orlando, and return over the same route.

(3) Between Jacksonville and Miami, Fla., (a) from Jacksonville over U.S. Highway 1 to Miami, and return over the same route, (b) from Jacksonville over U.S. Highway 1 to junction Florida Highway 607, thence over Florida Highway 607 to junction Sunshine State Parkway, thence over Sunshine State Parkway to junction Interstate Highway 95, thence over Interstate Highway 95 to Miami, and return over the same route; (4) between Orlando and Miami, Fla., (a) from Orlando over Interstate Highway 4 to junction Sunshine State Parkway, thence over Sunshine State Parkway to junction Interstate Highway 95, thence over Interstate Highway 95 to Miami, and return over the same route, (b) from Tampa over Florida Highway 60 to junction U.S. Highway 27, thence over U.S. Highway 27 to Miami, and return over the same route, (c) from Tampa over U.S. Highway 41 to Miami, and return over the same route.

NOTE: Applicant states it will serve all intermediate points in connection with each of the above routes, and will serve all points in that part of Florida on, east, and south of a line extending from the Georgia-Florida State line over U.S. Highway 301 to Waldo, thence over Florida Highway 24 to Cedar Key as off-route points. If a hearing is deemed necessary, applicant requests it be held at Miami, Fla.

No. MC 107107 (Sub-No. 340), filed March 17, 1965. 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 foods*, from Belvidere, Ill., to Memphis, Tenn. RESTRICTION: Service to Memphis, Tenn., will be limited to partial delivery of truckload shipments with the remaining portion of such shipments being delivered at a point other than Memphis.

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

No. MC 107323 (Sub-No. 41), filed March 8, 1965. Applicant: GILLILLAND TRANSFER COMPANY, a corporation, Fremont, Mich. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Baby foods, baby clothing, and baby supplies*, from Fre-

mont, Mich., to points in Minnesota on, east and south of a line beginning at the Iowa-Minnesota State line on U.S. Highway 59 and extending along U.S. Highway 59 to its junction with Minnesota Highway 60, thence along Minnesota Highway 60 to its junction with U.S. Highway 71, thence north along U.S. Highway 71 to its junction with Minnesota Highway 23, thence northeast along Minnesota Highway 23 to its junction with U.S. Highway 52, thence along U.S. Highway 52 to its junction with U.S. Highway 10, thence southeast along U.S. Highway 10 to its junction with U.S. Highway 12, thence east along U.S. Highway 12 to the Minnesota-Wisconsin State line, points in Wisconsin on and south of a line beginning at the Minnesota-Wisconsin State line on U.S. Highway 12 and extending along U.S. Highway 12 to its junction with Wisconsin Highway 29, thence east along Wisconsin Highway 29, to Lake Michigan, and to points in Crawford, Venango, Mercer, and Lawrence Counties, Pa.

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

No. MC 107452 (Sub-No. 1), filed March 15, 1965. Applicant: ROBERT F. HANSEN, doing business as HANSEN TRUCKING, 38 West Ninth, Lovell, Wyo. Applicant's attorney: Franklin S. Longan, Suite 319 Securities Building, Billings, Mont. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Rock and stone*, from a quarry and loading site, located in Carbon County, Mont., to points in Montana and Wyoming.

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

No. MC 107496 (Sub-No. 365), filed March 11, 1965. Applicant: RUAN TRANSPORT CORPORATION, 303 Keosauqua Way, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz, Keosauqua at Third, Des Moines, Iowa, 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from Kansas City, Mo., and points within five (5) miles thereof, to points in Missouri, Kansas, Iowa, and Nebraska.

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

No. MC 108207 (Sub-No. 152), filed March 5, 1965. Applicant: FROZEN FOOD EXPRESS, a corporation, 318 Cadiz Street, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products and articles distributed by meat packing-houses*, from Garden City, Kans., and points within ten (10) miles thereof, to points in Illinois, Indiana, Michigan, Ohio, and Wisconsin.

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

No. MC 108449 (Sub-No. 200) (AMENDMENT), filed February 24, 1965,

published in FEDERAL REGISTER issue of March 10, 1965, amended March 23, 1965, and republished as amended this issue. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road "C," St. Paul, Minn., 55113. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, (1) from Aberdeen, S. Dak., and points within fifteen (15) miles thereof, to points in Minnesota, Montana, North Dakota, and Wyoming, and (2) from Jamestown, N. Dak., and points within fifteen (15) miles thereof (except from the site of the pipeline terminal of Standard Oil Co. and/or American Oil Co., approximately twelve (12) miles west of Jamestown, N. Dak., on U.S. Highway 10) to points in Minnesota, Montana, South Dakota, and North Dakota.

NOTE: The purpose of this republication is to more clearly set forth the proposed operation. If a hearing is deemed necessary applicant requests it be held at Pierre, S. Dak., Bismarck, N. Dak., or Minneapolis, Minn.

No. MC 108453 (Sub-No. 28), filed March 11, 1965. Applicant: G & A TRUCK LINE, INC., 404 West Peck Avenue, White Pigeon, Mich. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plastic containers, covers, caps, and accessories* for plastic containers, between Three Rivers, Mich., and Chicago, Ill., limited to transportation service to be performed under a contract or contracts with Continental Can Co., Inc., of New York, N.Y.

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

No. MC 109497 (Sub-No. 11) (CORRECTION), filed March 4, 1965, published FEDERAL REGISTER issue March 25, 1965, and republished as corrected this issue. Applicant: A. F. COMER TRANSPORT SERVICE, INC., PLANTERS NATIONAL BANK AND TRUST COMPANY, ADMINISTRATOR, Post Office Box 71, Rocky Mount, N.C. Applicant's attorney: Louis Reznek, 5009 Keokuk Street, Washington 16, D.C.

NOTE: The purpose of this republication is to correctly show the number MC 109497 (Sub-No. 11), in lieu of that shown in previous publication, MC 109479 (Sub-No. 11), which was in error. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C., or Washington, D.C.

No. MC 110252 (Sub-No. 57), filed March 12, 1965. Applicant: JAMES J. WILLIAMS, INC., Post Office Box 2925, Terminal Annex, East 5711 Third Avenue, Spokane, Wash. Applicant's attorney: William B. Adams, Pacific Building, Portland, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid acids and chemicals*, in bulk, in tank vehicles, between points on the international boundary line between the United States and Canada, located in Idaho and Montana, on the one hand,

and, on the other, points in Idaho, Oregon, and Montana.

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

No. MC 110420 (Sub-No. 418) (AMENDMENT), filed February 18, 1965, published in FEDERAL REGISTER issue of March 10, 1965, amended March 22, 1965, and republished as amended this issue. Applicant: QUALITY CARRIERS, INC., Post Office Box 339, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, fertilizer and fertilizer ingredients*, in bulk, in tank vehicles, from East Dubuque, Ill., and points in Illinois within ten (10) miles thereof, to points in Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Kansas, Nebraska, and South Dakota.

NOTE: The purpose of this republication is to more clearly set forth the proposed operation. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110420 (Sub-No. 424), filed March 8, 1965. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Inedible grease*, in bulk, in stainless steel tank vehicles, from Ottumwa, Iowa, to Henry, Ill.

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

No. MC 110420 (Sub-No. 425), filed March 15, 1965. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural chemicals*, including fertilizer, insecticide, fungicides, and herbicides, from Omaha, Nebr., to points in Iowa, Minnesota, Nebraska, and South Dakota.

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

No. MC 110420 (Sub-No. 426), filed March 15, 1965. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal, vegetable, fish oils and/or blends thereof*, from Chicago, Ill., to Elkland, Pa.

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

No. MC 110525 (Sub-No. 713), filed March 12, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Edwin H. van Deusen (same as applicant) and Leonard A. Jaskiewicz, 1155 15th Street NW.,

NOTICES

Madison Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phosphoric acid and fertilizer solutions*, in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Missouri.

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

No. MC 110698 (Sub-No. 299), filed March 15, 1965. Applicant: RYDER TANK LINE, INC., Winston-Salem Road, Post Office Box 8418, Greensboro, N.C. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, between points in St. Charles Parish, La., on the one hand, and, on the other, points in the United States (except points in Alaska and Hawaii).

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

No. MC 110988 (Sub-No. 118), filed March 2, 1965. 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: *Spent sulphuric acids and chemicals*, in bulk, from Lafayette, Ind., to points in Illinois, Indiana, and Ohio.

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

No. MC 110988 (Sub-No. 119), filed March 2, 1965. 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*, in bulk, in tank vehicles, from Cadet, Mo., and points within ten (10) miles thereof, to points in Alabama, Arkansas, California, Colorado, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, and Wisconsin.

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

No. MC 111231 (Sub-No. 63), filed March 11, 1965. Applicant: JONES TRUCK LINES, INC., 610 East Emma Avenue, Springdale, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from points in Livingston County, Ill., to points in Texas on and east of U.S. Highway 281, and points in Missouri, Kansas, Oklahoma, and Arkansas.

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

No. MC 111545 (Sub-No. 73), filed March 12, 1965. Applicant: HOME

TRANSPORTATION COMPANY, INC., 334 South Four Lane Highway, Marietta, Ga. Applicant's attorney: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Self-propelled vehicles with and without attachments (except highway automobiles, trucks, and buses), cranes, and hoisting equipment, and attachments, and tractors, grading, loading, excavating, and logging attachments, and parts*, from Schofield, Kewaunee, and Milwaukee, Wis., and the proving ground site of Drott Manufacturing Corp., located in the towns of King and Harrison (Lincoln County), Wis., to points in Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi, and Florida.

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

No. MC 111729 (Sub-No. 53), filed March 3, 1965. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, 1625 K Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Business papers, records, and audit and accounting media of all kinds (except plant removals)*, between Baltimore, Md., on the one hand, and, on the other, New York, N.Y., and Arlington, Va. Restriction: (1) No service shall be performed under the authority granted herein for any bank or banking institution; namely, any national bank, State bank, Federal Reserve bank, savings and loan association, or savings bank, and (2) the certificate granted herein shall be subject to the right of the Commission, which right is hereby expressly reserved, to impose such terms, conditions, or limitations in the future as it may find necessary in order to insure that applicant's operations shall conform to section 210 of the act.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC-112750 and subs, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 111812 (Sub-No. 278), filed March 4, 1965. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak. Applicant's attorney: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Baby foods, baby clothing, and baby supplies*, from Fremont, Mich., (1) to points in Minnesota, west and north of a line beginning at the Iowa-Minnesota State line on U.S. Highway 59 and extending along U.S. Highway 59 to junction Minnesota Highway 60, thence northeast along Minnesota Highway 60 to junction U.S. Highway 71, thence north along U.S. Highway 71 to junction Minnesota Highway 23, thence northeast along Minnesota Highway 23 to junction U.S. Highway 52, thence along U.S. Highway 52 to junction U.S.

Highway 10, thence southeast along U.S. Highway 10 to junction U.S. Highway 12, thence east along U.S. Highway 12 to the Minnesota-Wisconsin State line, (2) to points in Wisconsin on and north of Wisconsin Highway 29, (3) to points in Dickinson, Delta, Iron, Gogebic, and Menominee Counties, Mich., (4) points in North Dakota, and (5) points in South Dakota.

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

No. MC 112184 (Sub-No. 18), filed March 10, 1965. Applicant: THE MAN-FREDI MOTOR TRANSIT COMPANY, a corporation, Route 87, Newbury, Ohio. Applicant's attorney: John P. McMahon, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paints, stains, and varnishes*, in bulk, in tank vehicles, from Cleveland, Ohio, to St. Louis, Mo.

NOTE: Applicant states the proposed service will be performed under a continuing contract with Pittsburgh Plate Glass Co., One Gateway Center, Pittsburgh, Pa. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112184 (Sub-No. 19), filed March 15, 1965. Applicant: THE MAN-FREDI MOTOR TRANSIT COMPANY, a corporation, Route 87, Newbury, Ohio. Applicant's attorney: John P. McMahon, 44 East Broad Street, Columbus, Ohio, 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Oil and gasoline additives*, in bulk, in shipper-owned tank vehicles, between Wickliffe and Painesville, Ohio, on the one hand, and, on the other, ports of entry on the international boundary line between the United States and Canada which lie between Buffalo and Youngstown, N.Y., including Buffalo and Youngstown, N.Y.

NOTE: Applicant states the above proposed operation will be performed under a continuing contract with the Lubrizol Corp., of Cleveland, Ohio. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 112801 (Sub-No. 19), filed February 19, 1965. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago 50, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago, Ill., 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, from Perry, Iowa, and points within five (5) miles thereof, to points in Illinois, Minnesota, Missouri, and Wisconsin.

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

No. MC 112801 (Sub-No. 21), filed March 10, 1965. Applicant: TRANSPORT SERVICE CO., a corporation, Post Office Box 272, Cicero Station, Chicago, Ill., 60650. Applicant's attorney: Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemi-*

cars, in bulk, in tank or hopper type vehicles, from Carpentersville, Ill., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island.

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

No. MC 113325 (Sub-No. 39), filed March 9, 1965. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo., 63104. Applicant's attorney: Chester A. Zyblut, 1000 Connecticut Avenue NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from East Dubuque, Ill., and points in Illinois within 10 miles thereof, to points in Illinois, Indiana, Wisconsin, Iowa, Missouri, Kansas, Nebraska, South Dakota, and Minnesota.

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

No. MC 113528 (Sub-No. 11), filed March 5, 1965. Applicant: MERCURY FREIGHT LINES, INC., Post Office Box 1624, 710 North Joachim Street, Mobile, Alabama. Applicant's attorney: Drew L. Carraway, 618 Perpetual Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, livestock, commodities in bulk, and those requiring special equipment), between Mobile, Ala., and the junction of U.S. Highway 49 and U.S. Highway 80, at or near Jackson, Miss.; from Mobile over U.S. Highway 98 to the Alabama-Mississippi State line, thence over U.S. Highway 98 to junction U.S. Highway 49 (at or near Hattiesburg, Miss.), thence over U.S. Highway 49 to junction U.S. Highway 80 (at or near Jackson, Miss.), and return over the same route, serving no intermediate points, but serving the junction of U.S. Highway 49 and U.S. Highway 80 (at or near Jackson, Miss.), as a point of joinder only with applicant's authorized regular-route operations over U.S. Highway 80.

NOTE: Applicant states that the proposed service route will be used in connection with the transportation of traffic between Mobile, Ala., and Pensacola, Fla., on the one hand, and, on the other, Dallas and Fort Worth, Tex. If a hearing is deemed necessary, applicant requests it be held at Mobile, Ala.

No. MC 113528 (Sub-No. 12), filed March 8, 1965. Applicant: MERCURY FREIGHT LINES, INC., Post Office Box 1624, 710 North Joachim Street, Mobile, Ala. Applicant's attorney: Drew L. Carraway, 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, livestock, commodities in bulk and those requiring special equipment); (1) serving Century, Fla., as an off-route point in connection with applicant's authorized

regular-route operations between Selma, Ala., and Pensacola, Fla.; (2) serving Bay Minette, Ala., as an intermediate point in connection with applicant's authorized regular-route operations between Mobile, Ala., and Stockton, Ala.; (3) serving Jackson, Ala., as an intermediate point in connection with applicant's authorized regular-route operations between Thomasville, Ala., and Mobile, Ala.; (4) serving Picayune, Miss., and the Mississippi Test Facility of the National Aeronautics and Space Administration located in Hancock County, Miss., near Picayune, Miss., as off-route points in connection with applicant's authorized regular-route operations between Hattiesburg, Miss., and Hammond, La.; (5) serving Baton Rouge, La., and points within 15-mile airline radius of Baton Rouge, as intermediate and off-route points in connection with applicant's authorized regular-route operations between Birmingham, Ala., and Houston, Tex.; (6) serving Lake Charles, La., and points within a 15-mile airline radius of Lake Charles, as intermediate and off-route points in connection with applicant's authorized regular-route operations between Birmingham, Ala., and Houston, Tex.

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

No. MC 113678 (Sub-No. 112), filed March 15, 1965. Applicant: CURTIS, INC., 770 East 51st, Denver, Colo., 80216. Applicant's attorney: Duane W. Acklie, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Russellville, Ark., to points in Arkansas, Mississippi, Louisiana, Texas, Oklahoma, Kansas, Missouri, Nebraska, Iowa, Illinois, and Michigan.

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

No. MC 114045 (Sub-No. 170) (AMENDMENT), filed February 24, 1965, published FEDERAL REGISTER issue of March 17, 1965, amended March 17, 1965, and republished as amended this issue. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, packinghouse products, and commodities used by packinghouses*, as defined by the Commission in 61 M.C.C. 209, from Louisville, Ky., to points in Florida, Georgia, Tennessee, South Carolina, Alabama, Mississippi, Louisiana, North Carolina, and Virginia.

NOTE: The purpose of this republication is to add North Carolina and Virginia as destination States. If a hearing is deemed necessary applicant requests it be held at Louisville, Ky.

No. MC 114045 (Sub-No. 174), filed March 3, 1965. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distrib-*

uted by meat packinghouses, as described in sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from points in Wisconsin to points in Iowa, Kansas, Nebraska, Ohio, and Missouri.

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

No. MC 114194 (Sub-No. 95), filed March 12, 1965. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid dextrose*, in bulk, in tank vehicles, from Decatur, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Tennessee, and Wisconsin, and *rejected shipments*, on return.

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

No. MC 114211 (Sub-No. 74), filed March 10, 1965. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Black Hawk County, Iowa. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Heat exchangers, or equalizers for air, gas, or liquids*, (2) *equipment and machinery for heating and cooling, conditioning, humidifying and dehumidifying*, and (3) *parts, attachments, and accessories for use in connection with the installation and use of the items in (1) and (2) above*, from La Crosse, Wis., to points in North Dakota, Nebraska, Colorado, New Mexico, Texas, Oklahoma, Kansas, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Wisconsin, upper peninsula of Michigan, and Illinois.

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

No. MC 114486 (Sub-No. 16), filed March 8, 1965. Applicant: AUREY F. JAMES, doing business as A. F. JAMES TRUCK LINE, 107 Lelia Street, Texarkana, Tex. Applicant's representative: H. V. Eskelin, Post Office Box 2028, Kansas City 42, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Mineral feed mixtures and salt*, from the plant site of Carey Salt Co., located in Houston, Tex., to points in Arkansas, Louisiana, Oklahoma, New Mexico, Mississippi, and Missouri.

NOTE: Applicant states transportation of the above commodities will be performed under a continuing contract with Carey Salt Co. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115331 (Sub-No. 115), filed March 15, 1965. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, fertilizer and fertilizer solutions, chemicals and acids*, from East Dubuque, Ill., and points in Illinois within 10 miles thereof, to points in Illinois, Indiana, Iowa, Kan-

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

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

No. MC 115331 (Sub-No. 117), filed March 15, 1965. Applicant: TRUCK TRANSPORT, INCORPORATED, 707 Market Street, St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia and liquid fertilizer solutions*, in bulk, in tank vehicles, from Consumers Cooperative Association plant located near Fort Dodge, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota.

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

No. MC 115689 (Sub-No. 2), filed March 17, 1965. Applicant: QUICK DELIVERIES, INC., 110 Olean Street, Rochester, N.Y. Applicant's attorney: E. E. Kundtz, 1050 Union Commerce Building, Cleveland, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry sugar*, in bulk, from town of Montezuma, Cayuga County, N.Y., to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Virginia, Vermont, Rhode Island, and West Virginia.

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

No. MC 115855 (Sub-No. 3), filed March 8, 1965. Applicant: MENSER VANDENHEUVEL AND MILDRED VANDENHEUVEL, a co-partnership, doing business as KHS AIR FREIGHT SERVICE, Terminal Building, Kellogg Field, Battle Creek, Mich. Applicant's attorney: Archie C. Fraser, 1400 Michigan National Tower, Lansing, Mich., 48933. 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 contaminating to other lading and those requiring special equipment), between points in Allegan, Barry, Berrien, Branch, Calhoun, Eaton, Kalamazoo, Ottawa, St. Joseph, and Van Buren Counties, Mich., and O'Hare and Midway Airports, Chicago, Ill., Willow Run Airport and Detroit Metropolitan Airport, Wayne County, Mich., and Benton Harbor Airport, Berrien County, Mich., Kalamazoo Airport, Kalamazoo County, Mich., and Battle Creek Airport, Calhoun County, Mich.

NOTE: Applicant states that the proposed traffic transported shall have an immediately prior or immediately subsequent movement by air. If a hearing is deemed necessary, applicant requests it be held at Battle Creek, Mich.

No. MC 116077 (Sub-No. 177), filed March 9, 1965. Applicant: ROBERTSON TANK LINES, INC., Post Office Box 9527, 5700 Polk Avenue, Houston, Tex. Applicant's attorney: E. Stephen Heisley,

Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from points in Calcasieu Parish, La., to points in the United States (except points in Alaska and points in Hawaii).

NOTE: Applicant seeks no duplicate authority. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 116077 (Sub-No. 178), filed March 16, 1965. Applicant: ROBERTSON TANK LINES, INC., Post Office Box 9527, 5700 Polk Avenue, Houston, Tex. Applicant's attorney: Thomas E. James, 721 Brown Building, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, between points in St. Charles Parish, La., on the one hand, and, on the other, points in the United States (excluding Hawaii).

NOTE: Applicant states it seeks no duplicate authority. If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 116254 (Sub-No. 53), filed March 11, 1965. 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: *Petroleum and petroleum lubricating oils*, in bulk, in tank vehicles, from Carrollton, Ga., to points in Florida, Alabama, and that part of Tennessee on and west of U.S. Highway 27.

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

No. MC 116254 (Sub-No. 54), filed March 15, 1965. Applicant: CHEMHAULERS, INC., Post Office Box 245, Sheffield, Ala. Applicant's attorney: Walter Harwood, Nashville Bank & Trust Building, Nashville, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, between points in St. Charles Parish, La., west of the Mississippi River, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

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

No. MC 116564 (Sub-No. 16), filed March 15, 1965. Applicant: LEWIS W. McCURDY AND MARGARET J. McCURDY, a partnership, doing business as McCURDY'S TRUCKING CO., 571 Unity Street, Latrobe, Pa. Applicant's attorney: Paul F. Sullivan, 910 17th Street NW., Barr Building, Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, from Latrobe, Pa., to points in New Jersey.

NOTE: Applicant states the service as proposed above, is restricted to a transportation service to be performed under a continuing contract, or contracts with Latrobe Brewing Co. It is noted that applicant has common

carrier authority under MC 119118 and Subs 11, 14, and 16 thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 116927 (Sub-No. 4), filed March 15, 1965. Applicant: SPENCER EQUIPMENT COMPANY, INC., Rockport, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Packaged brick, and packaged clay tile*, (1) from Lewisport and Cloverport, Ky., to points in Kentucky, Indiana, Illinois, Michigan, Ohio, Wisconsin, Tennessee, and Missouri, and (2) from Rockport, Boonville, and Tell City, Ind., to points in Michigan and Wisconsin.

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

No. MC 118196 (Sub-No. 29), filed March 15, 1965. Applicant: RAYE & COMPANY TRANSPORTS, INC., Post Office Box 613, Highway 71 North, Carthage, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as defined by the Commission, from points in Dakota County, Nebr., to points in California, Arizona, Washington, Oregon, Nevada, Idaho, Montana, Wyoming, Utah, Colorado, New Mexico, North Dakota, South Dakota, Kansas, Iowa, Minnesota, Wisconsin, Missouri, Oklahoma, Arkansas, Texas, Louisiana, Illinois, Mississippi, Alabama, Georgia, Florida, and Tennessee.

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

No. MC 118524 (Sub-No. 3), filed March 8, 1965. Applicant: SIG WOLD STORAGE & TRANSFER, INC., 802 Second Avenue, Fairbanks, Alaska. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between Haines, Alaska, on the one hand, and, on the other, points in Alaska (except those east of a line constituting a southward extension of the United States-Canada boundary line (Alaska-Yukon Territory)), restricted to through traffic interlined at Haines, Alaska, with no local service or shipments originating at or destined to Haines, Alaska.

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

No. MC 119531 (Sub-No. 36), filed March 9, 1965. Applicant: DIECKBRADER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Glass containers*, from Streator, Ill., to Battle Creek, and Detroit, Mich., and points in Indiana, and Ohio, and (2) *chemicals, used in the*

manufacture of glass containers, paper and paper products, from points in Michigan, to Streator, Ill., and Lawrenceburg, Ind.

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

No. MC 119560 (Sub-No. 3), filed March 12, 1965. Applicant: SOUTHERN BULK HAULERS, INC., Post Office Box No. 2095, Station A, Charleston, S.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia, S.C., 29201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, between points in South Carolina, restricted to shipments having an immediately prior movement by rail or water from plant sites of Atlantic Cement Co., Inc.

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

No. MC 119641 (Sub-No. 53), filed March 12, 1965. Applicant: RINGLE EXPRESS, INC., 405 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tractors and tractor attachments* (except truck tractors designed for highway use, and except commodities requiring the use of special equipment or special handling), from Detroit, Mich., to points in the United States (except Alaska and Hawaii), and *rejected shipments*, on return.

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

No. MC 119741 (Sub-No. 13), filed March 12, 1965. Applicant: GREEN FIELD TRANSPORT COMPANY, INC., Post Office Box 1453, Winter Haven, Fla. Applicant's attorney: Paul M. Daniell, Suite 1600 First Federal Building, Atlanta, Ga. 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 (except hides and liquid commodities in bulk, in tank vehicles), from Iowa Falls, and Dakota City, Iowa, to points in Illinois, Indiana, Ohio, Kansas, Missouri, and Nebraska.

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

No. MC 119741 (Sub-No. 14), filed March 12, 1965. Applicant: GREEN FIELD TRANSPORT COMPANY, INC., Post Office Box 1453, Winter Haven, Fla. Applicant's attorney: Paul M. Daniell, 1600 First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meats products, meat byproducts, dairy products, articles distributed by meat packinghouses, and such commodities* as are used by meatpackers in the conduct of their business when destined to and for use by meatpackers, as described in Sections A, B, C, and D of Appendix I to the report in *Descriptions in Motor*

Carrier Certificates 61 M.C.C. 209 (766), (except hides and liquid commodities, in bulk, in tank vehicles), from Garden City, Kans., and points within 10 miles thereof, to points in Iowa, Illinois, Indiana, Ohio, Missouri, and Nebraska.

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

No. MC 119767 (Sub-No. 61), filed March 15, 1965. Applicant: BEAVER TRANSPORT CO., a corporation, Post Office Box 339, 100 South Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Charcoal, charcoal briquettes; and (2) wood chips, vermiculite, lighter fluid and associated items used or useful in the preparation of barbecue, when moving in the same vehicle with items specified in (1) above*, from Burnside, Ky., to points in Michigan, Minnesota, Wisconsin, and points in Illinois (except Chicago) on and north of U.S. Highway 36, and points in Indiana (except Indianapolis) on and north of U.S. Highway 36.

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

No. MC 119778 (Sub-No. 81), filed March 9, 1965. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: Frank B. Hand, Jr., 921 17th Street, NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sand* from points in Dallas County, Ala., to points in Florida, Georgia, Tennessee, and Mississippi, (2) *mineral slag*, in bulk, from points in Jefferson County, Ala., to points in Florida, Georgia, Tennessee, and Mississippi, and (3) *sand*, in bulk, from Sewanee, Tenn., to points in Alabama.

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

No. MC 119778 (Sub-No. 82), filed March 17, 1965. 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: *Liquid fertilizer solutions*, from points in Morgan County, Ala., to points in Mississippi.

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

No. MC 119974 (Sub-No. 6), filed February 25, 1965. Applicant: L.C.L. TRANSIT COMPANY, a corporation, 520 North Roosevelt Street, Green Bay, Wis. Applicant's attorney: Edward Solie, Executive Building, Suite 100, 4513 Vernon Boulevard, Madison 5, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts, and articles distributed by meat packinghouses* as described in Appendix I to the report in

Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from the plant site of the Rath Packing Co., located at Columbus Junction, Iowa, to points in that part of Illinois on and north of U.S. Highway 36 (except Chicago and Blue Island, Ill.), points in that part of Wisconsin on and south of Wisconsin Highway 64 from Marinette to Merrill, Wis., on and east of U.S. Highway 51 from Merrill to Wausau, Wis., on and south of Wisconsin Highway 29 from Wausau, Wis., to junction U.S. Highway 12 (near Elk Mound, Wis.), and on and south of U.S. Highway 12 from said junction to the Wisconsin-Minnesota State line, including points in Kewaunee and Door Counties, Wis., and points in that part of Minnesota on and east of U.S. Highway 169 and on and south of U.S. Highway 12.

NOTE: Applicant states that the proposed operations will be limited to shipments originating at the plant site of the Rath Packing Co., at Columbus Junction, Iowa and further restricted against tacking at point of origin. Applicant further states it is now authorized in its Certificate MC-119974 and MC 119974, Sub 4 to serve the Waterloo, Iowa, plant of the Rath Packing Co., to the same destination territory and 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 with commodities originating at the Waterloo, Iowa plant of the Rath Packing Co. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 120098 (Sub-No. 7), filed March 4, 1965. Applicant: UINTAH FREIGHTWAYS, a corporation, 348 West 1370 South, Salt Lake City, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bulk, in pneumatic tank vehicles, from Houck, Ariz., to Vernal, Utah.

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

No. MC 120098 (Sub-No. 8), filed March 4, 1965. Applicant: UINTAH FREIGHTWAYS, a corporation, 348 West 1370 South, Salt Lake City, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Granulated gilsonite (natural asphaltum)*, in bulk, in pneumatic unloading equipment, from points in Duchesne and Uintah Counties, Utah, to the Atomic Energy Commission test plant site, located at or near Mercury, Nev., and *contaminated and rejected materials* of the commodities specified above, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Las Vegas, Nev.

No. MC 120408 (Sub-No. 2), filed February 3, 1965. Applicant: RICHARD G. WILLIAMS, Post Office Box 688, Tonopah, Nev. 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 Tonopah, Nev., and

Round Mountain, Nev.; from Tonopah over U.S. Highway 6 to junction Nevada Highway 8A, thence over Nevada Highway 8A to junction Nevada Highway 69, thence over Nevada Highway 69 to Manhattan, Nev., thence return over Nevada Highway 69 to junction Nevada Highway 8A, thence over Nevada Highway 8A to junction Nevada Highway 70, thence over Nevada Highway 70 to Round Mountain and return over the same route, serving all intermediate points.

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

No. MC 121552 (Sub-No. 2), filed March 8, 1965. Applicant: FRITZ SCHLOE, doing business as SCHLOE'S GENERAL HAULING, Post Office Box 574, Wrangell, Alaska, 99929. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except livestock and commodities in bulk), having a prior or subsequent movement by water, between points on Wrangell Island, Alaska.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Wrangell Island, Alaska.

No. MC 123038 (Sub-No. 1), filed March 10, 1965. Applicant: E & D TRANSPORTATION CO., INC., 147 West King Street, Malvern, Pa. Applicant's attorney: Edward M. Alfano, 2 West 45th Street, New York, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry sugar*, in bulk, from town of Montezuma, Cayuga County, N.Y., to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Virginia, Vermont, Rhode Island, and West Virginia, and *returned, refused, and rejected shipments* of the commodity specified above, on return.

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

No. MC 123048 (Sub-No. 58), filed March 10, 1965. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements, and farm machinery and parts thereof*, from St. Nazianz, Wis., to points in Connecticut, Indiana, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, and Vermont, and *rejected shipments* of the commodities specified above, on return.

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

No. MC 123393 (Sub-No. 56), filed March 15, 1965. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 1914 East Blaine Street, Springfield, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transport-

ing: *Foodstuffs*, from points in New York on and west of U.S. Highway 11 beginning at the New York-Pennsylvania State line to Syracuse, N.Y., thence along New York Highway 57 to Oswego, N.Y., to points in Iowa, Missouri, Nebraska, and Kansas, and *exempt commodities*, on return.

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

No. MC 123393 (Sub-No. 59), filed March 15, 1965. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 1914 East Blaine Street, Springfield, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in Dakota County, Nebr., to points in Maine, Vermont, New Hampshire, Rhode Island, Massachusetts, Connecticut, New York, Pennsylvania, New Jersey, Maryland, Delaware, West Virginia, Virginia, North Carolina, South Carolina, Alabama, Georgia, Florida, Missouri, and Washington, D.C., and *exempt commodities*, on return.

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

No. MC 123883 (Sub-No. 3), filed March 8, 1965. Applicant: CONTINENTAL DISPATCH, INC., 425 Bolton Avenue, Post Office Box 4407, Alexandria, La. Applicant's attorney: Clarence Evans, 710 Third National Bank Building, Nashville, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commercial papers, payroll and data processing and accounting forms and information, documents and written instruments and electromagnetically coded or impregnated forms and documents*, either originating at or destined to a bank or banking institution (but excluding coins, currency and securities or other instruments which are negotiable at the time of transportation), between points in that part of Alabama on and north of U.S. Highway 80, on the one hand, and, on the other, points in that part of Tennessee east of the Tennessee River.

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

No. MC 124048 (Sub-No. 22) (AMENDMENT), filed February 23, 1965, published FEDERAL REGISTER issue March 17, 1965, amended and republished this issue. Applicant: SCHWERMAN TRUCKING CO., OF INDIANA, INC., 611 South 28th Street, Milwaukee, Wis. Applicant's attorney: James R. Ziperski (same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, from points in Berrien County, Mich., to South Bend, Ind.

NOTE: The purpose of this republication is to change the origin points as shown in

previous publication, to read as shown above. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124078 (Sub-No. 131), filed March 15, 1965. Applicant: SCHWERMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's attorney: James R. Ziperski, 611 South 28th Street, Milwaukee, Wis., 53246. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, fertilizers, fertilizer ingredients, fertilizer materials, acids, and chemicals*, from East Dubuque, Ill., and points in Illinois within 10 miles thereof, to points in Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, South Dakota, and Wisconsin.

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

No. MC 124123 (Sub-No. 23) (AMENDMENT), filed February 26, 1965, published FEDERAL REGISTER issue March 17, 1965, amended and republished this issue. Applicant: SCHWERMAN TRUCKING CO., OF ILL., INC., 611 South 28th Street, Milwaukee, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, from points in Berrien County, Mich., and Michigan City, Ind., to Peoria, Ill.

NOTE: The purpose of this republication is to show the broadened scope of the origin territory. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124125 (Sub-No. 2), filed March 9, 1965. Applicant: A & P EQUIPMENT SUPPLY CORP., Morton Boulevard, Kingston, N.Y. Applicant's representative: Charles H. Trayford, 220 East 42d Street, New York 17, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, from town of Coeymans, Albany County, N.Y., to points in Massachusetts, Connecticut, Rhode Island, Vermont, New Hampshire, and New Jersey, and *returned, damaged, and defective brick*, on return.

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

No. MC 124183 (Sub-No. 4), filed March 11, 1964. Applicant: GARRISON TRANSPORT, INC., 405 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers, with or without caps, stoppers, tops, and containers*, from the plant sites and warehouses of Anchor Hocking Glass Corp., located at or near Gurnee, Ill., to points in Iowa, Wisconsin, and Missouri, and *damaged and rejected shipments*, on return.

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

No. MC 126176 (Sub-No. 2), filed March 15, 1965. Applicant: HAROLD L. FISHER, doing business as FISHER'S MOVING & STORAGE, 600 East Walnut Street, Blytheville, Ark. Applicant's at-

torney: Alan F. Wohlstetter, One Far-ragut Square South, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, between points in Clay, Craighead, Crittenden, Greene, Mississippi, Poinsett, and Randolph Counties, Ark., Butler, Carter, Bunklin, New Madrid, Mississippi, Pemiscot, Ripley, Scott, and Stoddard Counties, Mo., and Crockett, Dyer, Gibson, and Lauderdale Counties, Tenn., restricted to shipments having a prior or subsequent movement beyond said counties, in containers, and further restricted to pickup and delivery service incidental to and in connection with packing, crating and containerization or unpacking, uncrating, and decontainerization of such shipments.

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

No. MC 126537 (Sub-No. 5), filed March 11, 1965. Applicant: KENT I. TURNER, KENNETH E. TURNER, AND ERVIN L. TURNER, a partnership, doing business as TURNER EXPEDITING SERVICE, Post Office Box 21132, Louisville, Ky. Applicant's attorney: George M. Catlett, Suite 703-706 McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except Classes A and B explosives), between Tri-Cities Airport, Sullivan County, Tenn., McGhee-Tyson Airport near Knoxville, Tenn., and Douglas Municipal Airport, Charlotte, N.C., on the one hand, and, on the other, (1) points in Tennessee east of U.S. Highway 27, (2) points in Virginia west of Virginia Highway 16, and (3) points in North Carolina west of a line beginning at the junction North Carolina Highway 16 and the Virginia State line, thence south along North Carolina Highway 16 to junction North Carolina Highway 10 at Newton, N.C., thence south along North Carolina Highway 10 to junction North Carolina Highway 18 near Toluca, N.C., thence south along North Carolina Highway 18 to junction North Carolina Highway 18 and the South Carolina State line, restricted to the handling of shipments having an immediately prior or an immediately subsequent movement by air.

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

No. MC 126537 (Sub-No. 6), filed March 12, 1965. Applicant: KENT I. TURNER, KENNETH E. TURNER AND ERVIN L. TURNER, a partnership, doing business as TURNER EXPEDITING SERVICE, Post Office Box 21132, Louisville, Ky. Applicant's attorney: George M. Catlett, Suite 703-706 McClure Building, Frankfort, Ky., 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except Classes A and B explosives), between Standiford Field (Airport), Louisville, Ky., on the one hand, and, on the other, O'Hare Field (Airport), Chicago, Ill., restricted to the handling of shipments

originally tendered for movement as air freight and shipped by an air freight carrier in substitution of motor for air service.

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

No. MC 126635 (AMENDMENT), filed October 12, 1964, published FEDERAL REGISTER issue of October 28, 1964, amended March 18, 1965, and republished as amended this issue. Applicant: CHRISTIE-LAMBERT VAN & STORAGE CO. INC., 1001 Westlake Avenue North, Seattle, Wash., 98109. Applicant's attorney: George H. Hart, Central Building, Seattle, Wash., 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, between points in King, Pierce, and Snohomish Counties, Wash., restricted to shipments having a prior or subsequent movement beyond Washington, and further restricted to pickup and delivery service incidental to and in connection with packing, crating, and containerization, or unpacking, uncrating, and decontainerization of such shipments.

NOTE: The purpose of this republication is to broaden the scope of the proposed operation. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 126854, filed December 28, 1964. Applicant: ROMEO J. DUPONT, 18 Whitney Street, Winooski, Vt. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, from Glens Falls and Menands, N.Y., to Burlington, Vt.

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

No. MC 126914, filed January 28, 1965. Applicant: TUMBLESTON & SCOTT TRANSFER, INC., 705 Scott Street, Charleston Heights, S.C. Applicant's attorney: Vernon R. Scott, 1313 Marion Street, Columbia, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, (1) between points in Berkeley, Charleston, and Dorchester Counties, S.C., and (2) between points in Berkeley, Charleston, and Dorchester Counties, S.C., and points in South Carolina.

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

No. MC 127001, filed February 15, 1965. Applicant: W. G. CARTER, doing business as CARTER TRUCK SERVICE, 207 Riley, Plattsburg, Mo. Applicant's attorney: Carl V. Kretsinger, 510 Professional Building, Kansas City, Mo., 64106. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting—REGULAR ROUTES: (A) *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those contaminating to other lading); (1) between

Kansas City, Kans., and Plattsburg, Mo.; from Kansas City over city streets to Kansas City, Mo., thence over city streets to junction U.S. Highway 169, thence over U.S. Highway 169 to junction Missouri Highway 116, thence over Missouri Highway 116 to Plattsburg and return over the same route, serving the intermediate points of Smithville, Trimble, and Grayson, Mo., and the off-route points of Edgerton, Holt, Lathrop, Turney, and Gower, Mo.; (2) between St. Joseph, Mo., and Plattsburg, Mo.; from St. Joseph over U.S. Highway 169 to junction Missouri Highway 116, thence over Missouri Highway 116 to Plattsburg and return over the same route, serving the intermediate point of Gower, Mo., and the off-route points of Grayson, Trimble, Smithville, Edgerton, Holt, Lathrop, and Turney, Mo.; the above authority shall be restricted against the movement of any traffic between points in the Kansas City, Mo.-Kans. commercial zone on the one hand, and, on the other, points in the St. Joseph, Mo., commercial zone. IRREGULAR ROUTES: *Feed ingredients*, from Crete, Nebr., to Plattsburg, Mo.

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

No. MC 127033 (Sub-No. 1), filed March 8, 1965. Applicant: C & B TRUCKING CO., INC., Post Office Box 192, Chester, S.C. Applicant's attorney: Henry P. Willimon, Box 1075, Greenville, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, loaded and unloaded, having an immediately prior or immediately subsequent movement by rail, in piggyback service, (1) between points in Chester County, S.C., and (2) between points in Chester County and points in York, Union, Fairfield, and Lancaster Counties, S.C.

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

No. MC 127035, filed March 1, 1965. Applicant: NEW HOPE MOTOR SERVICE, INC., Post Office Box 11, New Hope, Pa. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand, gravel, and stone*, from New Hope, Pa., to points in New Jersey (except Mercer, Burlington, Hunterdon, Camden, and Salem Counties), under a continuing contract with New Hope Crushed Stone & Lime Co., Inc., of New Hope, Pa.

NOTE: Applicant states it holds common carrier authority in Certificate Nos. MC 114493 Subs 1 and 2 which will be converted to contract carrier authority, should the authority sought be granted. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 127036, filed March 3, 1965. Applicant: FREDDIE E. WIBLE AND ALMA L. WIBLE, doing business as HIRAM WIBLE & SON, Three Springs, Pa. Applicant's attorney: Leonard R. Apfelbaum, Arch at Second, Sunbury, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular

routes, transporting: *Bituminous concrete, dense graded base course material, stone, sand, gravel, and other road materials*, from Warfordsburg (Fulton County), Pa., to points in Washington and Allegheny Counties, Md., Morgan, Berkeley, and Jefferson Counties, W. Va., and Clark and Frederick Counties, Va.

NOTE: Applicant states the proposed operations will be seasonal between March 1 and December 1. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa., or Washington, D.C.

No. MC 127046, filed March 8, 1965. Applicant: GUARDIAN ARMORED SERVICE, INC., 310 South Jackson Street, Belleville, Ill. Applicant's attorney: Haig Apolian, 110 North Main Street, East St. Louis, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Precious metals, jewelry, precious stones, moneys, legal tender, stocks and bonds, negotiable and nonnegotiable instruments and securities, postage and revenue stamps and other valuable documents and rare objects*, between points in Missouri and Illinois.

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

No. MC 127050, filed March 8, 1965. Applicant: SCHOONMAKER TRUCKING CORP., R.F.D. No. 1, Town of Montgomery, Orange County, N.Y. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building materials, uncrated, consisting of doors, glass windows, shingles, roofing materials, dimensional lumber, other lumber, framework for building purposes made to order, and other similar articles used in constructing homes and buildings in retail trade (requiring a 16-foot flat bed dump truck equipped with hoist, tarpaulins, chains, and binders)*, from the plant site of Wickes Lumber Co., located in the town of Montgomery, Orange County, N.Y., to points in Wayne and Pike Counties, Pa., and points in Sussex, Passaic, Bergen, Morris, Essex, Somerset, Union, and Middlesex Counties, N.J., and Litchfield and Fairfield Counties, Conn., and *refused and rejected shipments* of the commodities specified above, on return.

NOTE: Applicant states the service as proposed above, is to be under a continuing contract with Wickes Lumber & Building Supply Co. (division of the Wickes Corp., Saginaw, Mich.). If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y.

No. MC 127051, filed March 12, 1965. Applicant: WELLESLEY TRUCKING CO., INC., 245 Linden Street, Wellesley, Mass. Applicant's attorney: Frank Daniels, 15 Court Square, Boston, Mass., 02108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heavy machinery, roadbuilding machinery and other articles that require the use of special equipment due to size and weight*, between points in Norfolk, Suffolk, Worcester (excluding the City of Worcester), Middlesex, and Plymouth

Counties, Mass., on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, Rhode Island, and Connecticut.

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

No. MC 127055, filed March 8, 1965. Applicant: O.K. TRANSFER & STORAGE COMPANY, INC., 4425 North Santa Fe, Oklahoma City, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission (containerized), between Oklahoma City, Okla., and points in Oklahoma bounded by a line beginning at junction U.S. Highways 81 and 70 and extending along U.S. Highway 81 to junction U.S. Highway 64, thence along U.S. Highway 64 to junction U.S. Highway 75, thence along U.S. Highway 75 to junction U.S. Highway 70, and thence along U.S. Highway 70 to point of beginning, including points on the indicated portions of the highways specified.

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

No. MC 127056, filed March 4, 1965. Applicant: RAYMOND T. SUTTON, 22 Center Street, Salamanca, N.Y. Applicant's attorney: Sherwood S. Cadwell, Hotel Jamestown Office Building, Jamestown, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Shoe last blocks and lumber*, from Ellicottville and Salamanca, N.Y., to Cincinnati, Cleveland, Alliance, and Akron, Ohio, and *returned or rejected shipments*, on return; (2) *shoe last blocks*, from Ellicottville and Salamanca, N.Y., to St. Louis, Mo., and *returned or rejected shipments*, on return; (3) *shoe last blocks and lumber*, from Ellicottville and Salamanca, N.Y., to Lewisburg, Millersburg, Philadelphia, Montrose, Johnstown, Williamsport, Lansdown, Harrisburg, and Thompsettown, Pa., and *returned or rejected shipments*, on return; (4) *lumber*, from Ellicottville and Salamanca, N.Y., to Arlington, Vt., and *returned or rejected shipments*, on return; (5) *lumber*, from Ellicottville and Salamanca, N.Y., to Ivoryton and Bridgeport, Conn., and *returned or rejected shipments*, on return; *lumber and shoe last blocks*, from Ellicottville and Salamanca, N.Y., to points in Massachusetts, and *returned or rejected shipments*, on return; (6) *lumber*, from Ellicottville and Salamanca, N.Y., to Nashua, N.H., and *returned or rejected shipments*, on return; (7) *lumber and shoe last blocks*, from Ellicottville and Salamanca, N.Y., to Lewiston and Auburn, Maine, and *returned or rejected shipments*, on return; (8) *shoe last blocks*, from Galeton, Pa., to Salamanca and Ellicottville, N.Y.; and (9) *plastic scrap*, from all points in Massachusetts to Salamanca and Ellicottville, N.Y.

NOTE: Applicant is also authorized to conduct operations as a common carrier in Certificate No. 76785 and subs, therefore, dual operations may be involved. If a hearing is

deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 127060, filed March 10, 1965. Applicant: GLOBAL MOVING & STORAGE, INC., 15 South Spokane Street, Seattle, Wash. Applicant's attorney: George H. Hart, 1100 IBM Building, Seattle, Wash., 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, between points in King County, Wash., on the one hand, and, on the other, points in Washington, restricted to shipments having a prior or subsequent movement beyond Washington, and further restricted to pickup and delivery service incidental to and in connection with packing, crating and forwarding or unpacking, uncrating and distribution of such shipments.

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

No. MC 127064, filed March 12, 1965. Applicant: EUGENE J. PETER, doing business as PETER TRUCKING, Route No. 2, Box 21, Athens, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal feed, poultry feed, and feed ingredients*, in bulk and in bags, from Minneapolis, St. Paul, Hastings, Red Wing, and Savage, Minn., to points on and west of U.S. Highway 51 in Marathon County, Wis.

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

No. MC 127066, filed March 15, 1965. Applicant: AUTO DRIVEAWAY CO., INC., 152 West 42d Street, New York 36, N.Y. Applicant's attorney: Solomon Granett, 1740 Broadway, New York, N.Y., 10019. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passenger vehicles*, used, with or without baggage, personal effects and pets, in driveaway service, between points in the the United States, except Hawaii.

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

MOTOR CARRIERS OF PASSENGERS

No. MC 29854 (Sub-No. 29), filed March 3, 1965. Applicant: THE HUDSON BUS TRANSPORTATION CO., INC., 437 Tonnele Avenue, Jersey City, N.J. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, in the same vehicle with passengers*, between junction Palisade Avenue and Paterson Plank Road, on the Jersey City-Union City boundary line, and the plant site of Baronet Leather Goods Corp., Secaucus, N.J., from junction Palisade Avenue with Paterson Plank Road on the Jersey City-Union City boundary line, over Paterson Plank Road to junction Secaucus Road, thence over Secaucus Road to Secaucus, thence over Secaucus Road to junction County Avenue, thence over County Avenue to plant site of Baronet Leather

Goods Corp., and return over the same route, serving no intermediate points.

NOTE: Applicant states that by tacking the authority sought herein with its present authority between Manhattan, N.Y., and Jersey City, N.J., applicant proposes to continue this service on a permanent basis. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 48561 (Sub-No. 7), filed March 12, 1965. Applicant: WILSON BUS LINES, INC., Main Street, East Templeton, Mass. Applicant's attorney: Frank Daniels, 15 Court Square, Boston, Mass., 02108. 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 Brookline, N.H., Boston and Revere and points in Worcester County and those points in that part of Middlesex County on and north of Massachusetts Highway 2 in Massachusetts and from Gardner, Mass., and points within (20) miles of Gardner, and extending to the District of Columbia.

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

No. MC 66810 (Sub-No. 15), filed March 1, 1965. Applicant: PEORIA-ROCKFORD BUS COMPANY, a corporation, 1034 South Seminary Street, Rockford, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage* in the same vehicle and *package express and newspapers*, between Morris, Ill., and Chicago, Ill., (1) *East Bound*: From Morris (the westerly city limits) over U.S. Highway 6 to Liberty Street; thence south over Liberty Street to the Bus Depot at the corner of Depot and Liberty Streets in Morris; thence east over Liberty Street to Benton Street; thence north over Benton Street to Division Street; thence north over Division Street (Illinois Highway 47) to junction Interstate Highway 80; thence east and northeast over Interstate Highway 80 to junction Interstate Highway 55; thence northeast over Interstate Highway 55 to junction U.S. Highway 52; thence east over U.S. Highway 52 to Joliet; thence east over Jefferson Street (U.S. Highway 52) to Ottawa Street; thence north over Ottawa Street to Webster Street; thence east over Webster Street to Bus Depot; thence west from Bus Depot over Benton Street to Ottawa Street; thence north over Ottawa Street to Indiana Street; thence northeast over Indiana Street to Chicago Street; thence north over Chicago Street to Ruby Street; thence west over Ruby Street to Broadway Street; thence north over Broadway Street (U.S. Highway 66A) to the north city limits of Joliet; thence north and east over U.S. Highway 66A to junction U.S. Highway 66; thence north and east over U.S. Highway 66 to junction Interstate Highway 294 (Tri-State Tollway); thence north over Tri-State Tollway to junction Interstate Highway 90 (Congress Expressway); thence east over Interstate Highway 90 to Wacker Drive; thence north and northeast over the lower level of Wacker Drive to Garvey Court; thence south over Garvey Court to the entrance

of and into the Greyhound Terminal Depot in Chicago, Ill., serving the intermediate point of Joliet, Ill.

(2) *West Bound*: From Chicago, Ill. (at the entrance of the Greyhound Terminal Depot) north over Garvey Court to the lower level of Wacker Drive; thence south and west over the lower level of Wacker Drive to junction Interstate Highway 90 (Congress Expressway); thence west over Interstate Highway 90 to junction Interstate Highway 294 (Tri-State Tollway); thence south over Tri-State Tollway to junction U.S. Highway 66; thence south and west over U.S. Highway 66 to junction U.S. Highway 66A; thence south and west over U.S. Highway 66A to the north city limits of Joliet; thence south over U.S. Highway 66A (Broadway Street) to Ruby Street; thence east over Ruby Street to Chicago Street; thence south over Chicago Street to Webster Street; thence west over Webster Street to Bus Depot; thence west from Bus Depot over Benton Street to Joliet Street; thence south over Joliet Street to Cass Street; thence west over Cass Street to Western Avenue; thence west over Western Avenue to Center Street; thence south over Center Street to Jefferson Street; thence west over Jefferson Street (U.S. Highway 52) to west city limits of Joliet; thence west over U.S. Highway 52 to junction Interstate Highway 55; thence south and west over Interstate Highway 55 to junction Interstate Highway 80; thence west and southwest over Interstate Highway 80 to junction Illinois Highway 47 (Division Street); thence south over Division Street to junction U.S. Highway 6; thence west over U.S. Highway 6 to Liberty Street; thence south over Liberty Street to Bus Depot; thence south over Liberty Street to Benton Street; thence east over Benton Street to Division Street (Illinois Highway 47); thence north over Division Street to junction U.S. Highway 6; thence west over U.S. Highway 6 to the westerly city limits Morris, Ill., serving the intermediate point of Joliet, Ill.

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

No. MC 66810 (Sub-No. 16), filed March 1, 1965. Applicant: PEORIA-ROCKFORD BUS COMPANY, a corporation, 1034 South Seminary Street, Rockford, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle and *package express and newspapers*, between Rockford, Ill., and Dixon, Ill., *South Bound*: From Rockford, beginning at the Greyhound Bus Depot located at the corner of North Fourth and East Jefferson Streets, thence over East Jefferson Street in a westerly direction to North Second Street, thence South over North Second Street and South Second Street to Division Street, thence East over Division Street to Seminary Street, thence South over Seminary Street to 15th Avenue, thence West over 15th Avenue to South Main Street (Illinois Highway 2), thence South over South Main Street and Illinois Highway 2 through Byron, Oregon, and Grand Detour, Ill., to the Bus Depot in Dixon,

serving the intermediate points of Byron, Oregon, and Grand Detour, Ill. *North Bound*: From Dixon, beginning at the Bus Depot, thence over Illinois Highway 2 through Grand Detour, Oregon, and Byron to Chestnut Street, thence East over Chestnut Street and Walnut Street to Kishwaukee Street, thence North over Kishwaukee Street to North Third Street, thence North over North Third Street to Market Street, thence East over Market Street to North Fourth Street, thence North over North Fourth Street to the Greyhound Bus Depot, serving the intermediate points of Byron, Oregon, and Grand Detour, Ill.

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

No. MC 109495 (Sub-No. 13), filed March 15, 1965. Applicant: BRUNSWICK TRANSPORTATION COMPANY, INC., Elm and Middle Streets, Brunswick, Maine. Applicant's attorney: Kenneth B. Williams, 111 State Street, Boston, Mass. 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 at Brunswick, Lewiston, Portland, Biddeford, Kennebunk, and Sanford, Maine, and extending to Dover, N.H.

NOTE: Applicant states the service as proposed to be restricted to passengers who, at the time, are traveling for the purpose of participating in beano or bingo games, at Dover, N.H., and return. If a hearing is deemed necessary, applicant requests it be held at Portland, Maine.

No. MC 109736 (Sub-No. 18) (AMENDMENT), filed April 17, 1964, published FEDERAL REGISTER issue of May 6, 1964, amended March 19, 1965, and republished as amended, this issue. Applicant: CAPITOL BUS COMPANY, a corporation, Fourth and Chestnut Streets, Harrisburg, Pa. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage* and *express and newspapers*, in the same vehicle with passengers, (1) between junction U.S. Highway 240 (Interstate Highway 70S) and Interstate Highway 270 and junction U.S. Highways 50 and 29; from junction U.S. Highway 240 (Interstate Highway 70S) and Interstate Highway 270 over Interstate Highway 270 to junction Interstate Highway 495, thence over Interstate Highway 495 to junction U.S. Highway 50, thence over U.S. Highway 50 to junction U.S. Highway 29 (known as Fairfax Circle) and return over the same route, serving no intermediate points, with service at junction U.S. Highway 240 and Interstate Highway 270 restricted to joinder purposes only and service at junction U.S. Highways 50 and 29 restricted to interchange purposes only; and (2) between junction U.S. Highway 240 (Interstate Highway 70S) and Interstate Highway 270 and junction Interstate Highway 95 and Virginia Highway 644; from junction U.S. Highway 240 (Interstate Highway 70S) and Interstate Highway 270 over Interstate Highway 270 to junction

Interstate Highway 495, thence over Interstate Highway 495 to junction Interstate Highway 95, thence over Interstate Highway 95 to junction Virginia Highway 644 and return over the same route, serving no intermediate points, with service at junction U.S. Highway 240 and Interstate Highway 270 restricted to joinder purposes only and service at junction Interstate Highway 95 and Virginia Highway 644 restricted to interchange purposes only.

NOTE: The purpose of this republication is to more clearly set forth the territorial description. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113430 (Sub-No. 12), filed March 15, 1965. Applicant: PROVIDENCE ARROW LINE, INC., Room 2211, 625 Eighth Avenue, New York, N.Y. Applicant's attorney: John R. Sims, Jr., Post Office Box 9101, Arlington, Va., 22009. 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, (1) between Sandy Hook and Hartford, Conn.; over Interstate Highway 84, serving all intermediate points, and (2) between junction Interstate Highway 84 and U.S. Highway 202 at or near Newtown, Conn., and junction Interstate Highway 84 and U.S. Highway 202 west of Danbury, Conn., over U.S. Highway 202, serving all intermediate points.

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

No. MC 118848 (Sub-No. 8), filed March 5, 1965. Applicant: DOMENICO BUS SERVICE, INC., 764 Kennedy Boulevard, Bayonne, N.J. Applicant's attorney: Charles J. Williams, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, (1) between the Borough of Richmond, N.Y., and New Jersey Turnpike Interchange 13, at or near Elizabeth, N.J., from junction Ross Avenue and Hylan Boulevard, in or near New Dorp, Staten Island, N.Y., over Hylan Boulevard to junction Clove Road, in or near Grasmere, Staten Island, N.Y., thence over Clove Road to junction Victory Boulevard, thence over Victory Boulevard to junction Jewett Avenue, in or near Castleton Corners, Staten Island, N.Y., thence over Jewett Avenue to junction Forest Avenue, in or near Port Richmond, Staten Island, N.Y., thence over Forest Avenue to Goethals Bridge, thence over the Goethals Bridge to Richmond Street in Elizabeth, N.J., thence over Richmond Street to junction Trenton Avenue, thence over Trenton Avenue to access roads to the New Jersey Turnpike Interchange 13, and return over the same route (except that on return, on leaving New Jersey Turnpike Interchange 13, operations will be conducted over the exit road in Elizabeth, N.J., to junction Trenton Avenue, thence over Trenton Avenue to Bayway Avenue, and thence over Bayway Avenue to Goethals

Bridge), and (2) between junction Seaside Boulevard and Sand Lane in South Beach, Staten Island, N.Y., and junction Hylan Boulevard and Clove Road, in or near Grasmere, Staten Island, N.Y., from junction of Seaside Boulevard and Sand Lane, over Sand Lane to junction Hylan Boulevard, and thence over Hylan Boulevard to junction Clove Road, and return over the same route.

NOTE: Applicant proposes to serve all intermediate points on above described routes (1) and (2) restricted, however, to the transportation of passengers between the Borough of Richmond, N.Y., on the one hand, and, on the other, the New Jersey points sought in this application. The operation proposed herein will be performed in conjunction with the operation now provided by applicant pursuant to its authority in Certificate No. MC 118848 (Sub-No. 4). If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 124651 (Sub-No. 1), filed March 10, 1965. Applicant: GEORGE LANICH, PAUL LANICH AND MARY LANICH, Copartners, doing business as LANICH BUS LINES, Box 57, Kent, Indiana County, Pa. Applicant's attorney: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Passengers and their baggage*, in the same vehicle with passengers, in special operations, beginning and ending at points in that part of Indiana County, Pa., on and south of U.S. Highway 422 and extending to the District of Columbia, points in Kentucky, New Jersey, New York, Ohio, and Virginia; (2) *passengers and their baggage*, in the vehicle with passengers, in charter and special operations, beginning and ending at points in Loyalhanna Township, Westmoreland County, White Township, Indiana County and that part of Indiana County, Pa., on and south of U.S. Highway 422 and extending to points in Connecticut, Delaware, Florida, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Mexico, North Carolina, Rhode Island, and West Virginia.

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

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 1034 (Sub-No. 11), filed February 26, 1965. Applicant: TIDE-WATER EXPRESS LINES, INC., 1909 South Charles Street, Baltimore, Md., 21230. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, those in bulk, and those requiring special equipment) between Baltimore, and Hagerstown, Md.; from Baltimore over U.S. Highway 140 to Westminster, Md., thence over Maryland Highway 97 to the Maryland-Pennsylvania State line, thence over Pennsylvania Highway 16 to Waynesboro, Pa., thence over Pennsylvania Highway 316 to the Pennsylvania State line, and thence over Maryland Highway 60 to Hagerstown, and

return over the same route, serving all intermediate points in Pennsylvania and those off-route points (except those off-route points authorized to applicant under its existing regular-route authority) within fifty (50) miles of Washington, D.C., when from, to or through Hagerstown, Md.

NOTE: Common control may be involved. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 3151 (Sub-No. 16), filed March 1, 1965. Applicant: BENDER & LOUDON MOTOR FREIGHT, INC., Box 618, West Richfield, 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, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Mansfield, Ohio, and Sandusky, Ohio, from Mansfield over Ohio Highway 39 to Shelby, Ohio, thence over Ohio Highway 61 to Norwalk, Ohio, and thence over U.S. Highway 250 to Sandusky, and return over the same route, serving all intermediate points between Mansfield and Norwalk, Ohio including Norwalk; (2) between Mansfield, Ohio and Upper Sandusky, Ohio, from Mansfield over U.S. Highway 30N to Upper Sandusky, and return over the same route, serving all intermediate points; (3) between Mansfield, Ohio and West Richfield, Ohio, from Mansfield over U.S. Highway 30 to junction Interstate Highway 71, thence over Interstate Highway 71 to junction Ohio Highway 18, thence over Ohio Highway 18 to junction U.S. Highway 21, thence over U.S. Highway 21 to junction Ohio Highway 176, and thence over Ohio Highway 176 to West Richfield, and return over the same route, serving all intermediate points between Mansfield, Ohio and junction Interstate Highway 71 and U.S. Highway 250, including said junction; (4) between Mansfield, Ohio, and Wooster, Ohio, from Mansfield over U.S. Highway 30 to Wooster, and return over the same route, serving all intermediate points.

NOTE: This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 3753 (Sub-No. 13), filed February 26, 1965. Applicant: A.A.A. TRUCKING CORPORATION, 551 New York Avenue, Trenton, N.J. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C.

Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, live animals, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, clay products, refractory products, undeliverable and refused clay products and refractory products), (1) between Newark, N.J., and Harrisburg, Pa., (a) from Newark over U.S. Highway 22 to Harrisburg, and return over the same route, serving all intermediate points, (b) from Newark over U.S. Highway 22 to Allentown, Pa., thence over U.S. Highway 222 to Reading, Pa., thence over U.S. Highway 422 to Harrisburg (also, from Reading, Pa., over Pennsylvania Highway 61 to junction U.S. Highway 22, thence over U.S. Highway 22 to Harrisburg), and return over the same routes, serving all intermediate points, and (c) from Newark over U.S. Highway 22 to junction Pennsylvania Highway 61, thence over Pennsylvania Highway 61 to Reading, thence over U.S. Highway 422 to Harrisburg, and return over the same route, serving all intermediate points, (2) between Linden, N.J., and Reading, Pa., from Linden over U.S. Highway 1 to junction Pennsylvania Turnpike, thence over Pennsylvania Turnpike to junction Pennsylvania Highway 10, thence over Pennsylvania Highway 10 to junction Interstate Highway 176, thence over Interstate Highway 176 to junction U.S. Highway 422, thence over U.S. Highway 422 to Reading, and return over the same route, serving all intermediate points, and (3) between Trenton, N.J., and Washington, D.C., (a) from Trenton over U.S. Highway 1 through Baltimore to Washington, D.C., and return over the same route, serving the intermediate point of Baltimore, Md., and (b) from Trenton over U.S. Highway 1 to Philadelphia, Pa., thence over U.S. Highway 13 to Wilmington, Del., thence over U.S. Highway 40 to Baltimore, Md., thence over U.S. Highway 1 to Washington, D.C., and return over the same route, serving the intermediate point of Baltimore, Md.

NOTE: "As a condition to the grant of the above requested authority, applicant agrees to accept a restriction upon its presently held authority to transport general commodities, over irregular routes, as set forth in Certificate No. MC-3753, as follows—RESTRICTION: Restricted against service between all points served on applicant's authorized regular routes, between (1) Newark, N.J., and Harrisburg, Pa., (2) Linden, N.J., and Reading, Pa., and (3) Trenton, N.J., and Washington, D.C." This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 8582 (Sub-No. 10), filed March 1, 1965. Applicant: JACKSON TRUCK LINE, INC., U.S. Highway 24, Post Office Box 496, Topeka, Kans. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle,

over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Maryville, Mo., and Salina, Kans., from Maryville over U.S. Highway 71 to St. Joseph, Mo., thence over U.S. Highway 59 to junction Kansas Highway 116, thence over Kansas Highway 116 to junction Kansas Highway 16, thence over Kansas Highway 16 to junction Kansas Highway 63, thence over Kansas Highway 63 to St. Marys, Kans., thence over U.S. Highway 24 to Manhattan, Kans., thence over Kansas Highway 18 to junction U.S. Highway 40, and thence over U.S. Highway 40 to Salina, and return over the same route serving the intermediate points of Wamego, Manhattan, Fort Riley, Junction City and Abilene, Kans., and the off-route point of Enterprise, Kans.; (2) between Maryville, Mo. and Wichita, Kans., from Maryville over U.S. Highway 71 to St. Joseph, Mo., thence over U.S. Highway 59 to junction Kansas Highway 4, thence over Kansas Highway 4 to junction U.S. Highway 75, thence over U.S. Highway 75 to Topeka, thence over the Kansas Turnpike to junction U.S. Highway 50, thence over U.S. Highway 50 to Newton, Kans., and thence over U.S. Highway 81 to Wichita, and return over the same route, serving the intermediate point of Topeka, Kans., and the off-route point of Emporia, Kans.; (3) between Topeka, Kans., and Junction City, Kans., from Topeka over U.S. Highway 40 to Junction City, and return over the same route serving no intermediate points, as an alternate route for operating convenience only, but serving Topeka for the purpose of joinder only, (4) between Topeka, Kans., and St. Marys, Kans., from Topeka over U.S. Highway 24 to St. Marys, and return over the same route serving no intermediate points, as an alternate route for operating convenience only but serving Topeka for the purpose of joinder only. RESTRICTIONS: (1) The applicant states the service authorized under the above described regular route authority will not be combined with the service authorized over applicant's presently held irregular routes for the purposes of providing a through service, and (2) the service authorized hereunder will be limited to shipments moving between the described Kansas points, on the one hand, and, on the other, Maryville, Mo.

NOTE: Applicant states it presently holds authority to provide service from and to the points described above over irregular routes. If the application is granted, applicant proposes to amend existing irregular route authority to exclude service from and to the points on the above described regular routes. If the above authority is granted, applicant requests present authority to read as follows: Between Clearmont, Mo., and points in Missouri and Iowa within 20 miles of Clearmont (except Maryville and Tarkio, Mo.), on the one hand, and, on the other, points in Missouri, Iowa, Nebraska, and Kansas (except Salina, Wamego, Manhattan, Ft. Riley, Junction City, Abilene, Enterprise, Wichita, Topeka, and Emporia). This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for

conversion of irregular route to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 10169 (Sub-No. 3), filed February 25, 1965. Applicant: HATCHER TRUCKING COMPANY, INCORPORATED, 2210 Winston Avenue SW., Roanoke, Va. Applicant's attorney: R. Roy Rush, 300 Shenandoah Building, Roanoke, Va. 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), between Roanoke, Va., and Huntington, W. Va.; from Roanoke over U.S. Highway 11 to junction Virginia Highway 100, thence over Virginia Highway 100 to junction U.S. Highway 460, thence over U.S. Highway 460 to junction U.S. Highway 219, thence over U.S. Highways 460 and 219 to junction West Virginia Turnpike near Princeton, W. Va., thence over the West Virginia Turnpike to Charleston, W. Va., thence over U.S. Highway 60 to Huntington, and return over the same route, serving all off-route points within 5 miles of Roanoke, Va., and the off-route points of Bluefield, Princeton, Madison, Jaeger, Bradshaw, Coalwood, War, Welch, Gary, Pageton, Logan, and Williamson, W. Va., and the intermediate points as follows: (1) serving all intermediate points within 5 miles of Roanoke, Va., all intermediate points in West Virginia and the named off-route points in West Virginia on shipments delivered or tendered for interchange at Roanoke, Va., and points within five (5) miles thereof, and (2) serving all intermediate points within 5 miles of Roanoke, Va., all intermediate points in West Virginia, and the named off-route points in West Virginia on shipments originated or received in interchange at Roanoke, Va., and points within 5 miles thereof.

NOTE: Applicant states that upon issuance of a Certificate of Public Convenience and Necessity containing the foregoing regular route authority the irregular route authority contained in the Certificate of Public Convenience and Necessity No. MC-10169 issued to Hatcher Trucking Company, Incorporated, on March 16, 1959, may be amended to read as follows:

IRREGULAR ROUTES: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Roanoke, Va. and points within 5 miles thereof, on the one hand, and, on the other, points in North Carolina and points in that part of West Virginia located on or west of U.S. Highway 60. RESTRICTED AS FOLLOWS: This irregular route authority is restricted (1) against service from and to West Virginia points authorized to be served on the above-described regular routes and (2) against tacking this irregular route authority with the above described regular authority at Roanoke, Va., or points within 5 miles thereof, in the performance of a through service by applicant between West Virginia points and North Carolina points. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for

conversion of irregular route to regular motor carriers operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 13569 (Sub-No. 11), filed March 1, 1965. Applicant: **THE LAKE SHORE MOTOR FREIGHT COMPANY**, a corporation, 1200 South State Street, Girard, Ohio. Applicant's attorney: A. David Millner, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Newark, N.J., and Harrisburg, Pa., over U.S. Highway 22, serving all intermediate points between Newark and Plainfield, N.J., and all intermediate points in Pennsylvania, and the off-route points in Essex, Union, Bergen, Passaic, Hudson, and Middlesex Counties, N.J.; (2) between Newark, N.J., and Harrisburg, Pa., (a) from Newark, over U.S. Highway 1 to Philadelphia, Pa., thence over U.S. Highway 30 to Lancaster, Pa., thence over U.S. Highway 230 to Harrisburg; (b) from Newark, N.J., to Philadelphia, Pa., as described above, thence over Interstate Highway 76 to junction Pennsylvania Turnpike, thence over Pennsylvania Turnpike to Exit 19 thereof, thence over Pennsylvania Highway 283 to Harrisburg; (c) from Newark over U.S. Highway 1 to junction U.S. Highway 130, thence over U.S. Highway 130 to Camden, N.J., thence across bridges to Philadelphia, Pa., thence to Harrisburg, Pa., as described above; and (d) from Newark over the New Jersey Turnpike to Exit 6, thence over Extension of the Pennsylvania Turnpike, thence over Pennsylvania Turnpike to Exit 19 thereof, thence over Pennsylvania Highway 283 to Harrisburg, Pa., and return over the same routes, serving all intermediate points on U.S. Highway 30 in Pennsylvania, and the off-route points in Essex, Union, Bergen, Passaic, Hudson, and Middlesex Counties, N.J., in (a), (b), (c), and (d) above; (3) between Newark, N.J., and New York, N.Y., (a) from Newark over U.S. Highways 1 and 9 to Jersey City, N.J., thence through the Holland Tunnel to New York.

(b) Between Newark, N.J., and New York, N.Y., from Newark over U.S. Highways 1 and 9 to Elizabeth Traffic Circle, thence over New Jersey Highway 439 to the Goethals Bridge, thence over the Goethals Bridge to New York; (c) between Newark, N.J., and New York, N.Y., from Newark over U.S. Highways 1 and 9 to North Bergen, thence over the underpass to the Lincoln Tunnel, thence through the Lincoln Tunnel to New York and (d) between Newark, N.J., and New York, N.Y.; from Newark over U.S. Highways 1 and 9 to Fort Lee, N.J., thence over the underpass to the George Washington Bridge, thence over the George Washington Bridge to New York, and return over the same routes, serving all

intermediate points on the above specified points and the off-route points in Essex, Union, Bergen, Passaic, Hudson, and Middlesex Counties, N.J., and in Orange, Rockland, Westchester, and Nassau Counties, N.Y.

NOTE: This application seeks to partially convert irregular route authority as contained in Certificate MC 41478, issued to Hillside Freight Lines, Inc., April 25, 1950. Hillside Freight Lines, Inc., is presently in creditor proceedings, controlled by Sidney W. Gindin, Assignee. Applicant, The Lake Shore Motor Freight Company, is the temporary operator and lessee of such rights pursuant to Commission Orders in Docket MC-F 8402. The transfer proceeding is still pending before the Commission. In view of Lake Shore's interest in these rights, this application to convert part of Hillside's authority is submitted by Lake Shore as operator of Hillside Freight Lines, Inc., and is joined in by Sidney W. Gindin, assignee for the benefit of creditors of that company. Applicant states that it seeks to retain certain irregular route authority which will read as follows—**IRREGULAR ROUTES:** *General commodities* (except those of unusual value, and except dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in Essex, Union, Bergen, Passaic, Hudson, and Middlesex Counties, N.J., on the one hand, and, on the other, points in Connecticut on and west of U.S. Highway 5, and those points in Pennsylvania east of the Susquehanna River and south of a line starting at Easton, Pa., thence along U.S. Highway 22 to junction U.S. Highway 122, thence along U.S. Highway 122 to Pottsville, thence along U.S. Highway 209 to Millersburg, Pa., other than those points included in the regular routes set forth above. This application is filed pursuant to MC-C 4366, effective May 1, 1964, which provides the special rules for conversion of irregular to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 13893 (Sub-No. 7), filed March 1, 1965. Applicant: **J. W. WARD TRANSFER, INC.**, Highway 13 East, Murphysboro, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between St. Louis, Mo. and Cairo, Ill.; from St. Louis over Bypass 50 to junction Illinois Highway 3, thence over Illinois Highway 3 to junction U.S. Highway 51, thence over U.S. Highway 51 to Cairo, and return over the same route, serving all intermediate points and the off-route points of Merriam, New Hanover, Fountain, Harrisonville, Valmeyer, Foster Pond, Floraville, Maeys, Riley Lake, Fort Gage, Kaskaskia, Raddle, Jacob, Gorham, Sand Ridge, Grimsby, Neunert, Grand Tower, Fayetteville, Goose Island, Thebes, Horseshoe Lake Conservation Area, Miller City, and Willard, Ill., (2) between St. Louis, Mo. and Roots, Ill., from St. Louis over U.S. Highway 61 to junction Bypass 50, thence over Bypass 50 to junction Illinois Highway 3, thence over Illinois

Highway 3 to Waterloo, Ill., thence over unnumbered highway to Roots, and return over the same route, serving all intermediate points and the off-route points of Burksville, Renault, Ames, Prairie du Rocher, and Kellogg, Ill., (3) between St. Louis, Mo. and Murphysboro, Ill.; from St. Louis over U.S. Highway 460 to junction Illinois Highway 159, thence over Illinois Highway 159 to junction Illinois Highway 154, thence over Illinois Highway 154 to junction Illinois Highway 4, thence over Illinois Highway 4 to junction Illinois Highway 127, and thence over Illinois Highway 127 to Murphysboro, and return over the same route, serving all intermediate points and the off-route points of Belleville, Millstadt, Preston, Walsh, Schulline, Blair, New Palestine, and Shiloh Hill, Ill., (4) between St. Louis, Mo. and Mounds, Ill.; from St. Louis over U.S. Highway 460 to junction Illinois Highway 13, thence over Illinois Highway 13 to junction Illinois Highway 127, thence over Illinois Highway 127 to junction Illinois Highway 146, thence over Illinois Highway 146 to junction Illinois Highway 127, thence over Illinois Highway 127 to junction Illinois Highway 3, thence over Illinois Highway 3 to junction U.S. Highway 51, thence over U.S. Highway 51 to Mounds, and return over the same route, serving all intermediate points and the off-route points of Story, Conant, Denmark, Elco, and Diswood, Ill.

(5) Between St. Louis, Mo. and Mound City, Ill.; from St. Louis over U.S. Highway 460 to junction Illinois Highway 37, thence over Illinois Highway 37 to Mound City, and return over the same route, serving all intermediate points, except Nashville, Ashley, and Mt. Vernon, Ill. and the off-route points of Spring Garden, Ewing, Macedonia, and Akin, Ill., (6) between St. Louis, Mo. and Eldorado, Ill., from St. Louis over U.S. Highway 460 to junction Illinois Highway 142, thence over Illinois Highway 142 to Eldorado, and return over the same route, serving all intermediate points between Eldorado and Dale on Route 142 and the off-route points of Lonzo, Braden, and Walpole, Ill., (7) between St. Louis, Mo. and Old Shawneetown, Ill.; from St. Louis over U.S. Highway 460 to junction U.S. Highway 45, thence over U.S. Highway 45 to junction Illinois Highway 1, thence over Illinois Highway 1 to junction Illinois Highway 13, thence over Illinois Highway 13 to Old Shawneetown, and return over the same route, serving all intermediate points and the off-route points of Brownsville, Gossett, and Ridgway, Ill. (except intermediate points on U.S. Highway 460 from Nashville to junction U.S. Highway 45), (8) between St. Louis, Mo. and Harrisburg, Ill., from St. Louis over U.S. Highway 460 to junction Illinois Highway 13, thence over Illinois Highway 13 to junction Illinois Highway 154, thence over Illinois Highway 154 to junction U.S. Highway 51, thence over U.S. Highway 51 to junction Illinois Highway 14, thence over Illinois Highway 14 to junction Illinois Highway 34, thence over Illinois Highway 34 to Harrisburg, and return over the same route, serving all intermediate points, (9) be-

tween Murphysboro, and Waltonville, Ill., from Murphysboro over Illinois Highway 149 to junction Illinois Highway 148, thence over Illinois Highway 148 to Waltonville, and return over the same route, serving all intermediate points, and the off-route points of Mulkeytown and Orient, Ill., (10) between Cave in Rock, Ill., and Anna, Ill.; from Cave in Rock over Illinois Highway 1 to junction Illinois Highway 146, thence over Illinois Highway 146 to Anna, and return over the same route, serving all intermediate points and the off-route points of Rosiclare and Brownfield, Ill.

(11) Between Brookport and Marion, Ill.; from Brookport, over U.S. Highway 45 to junction Illinois Highway 13, and thence over Illinois Highway 13 to Marion, and return over the same route, serving all intermediate points and the off-route points of Creal Springs, Karnak, Joppa, Hillerman, Belknap, Forman, and Tunnel Hill, Ill., (12) between Christopher and Vienna, Ill.; from Christopher over Illinois Highway 148 to junction Illinois Highway 37, thence over Illinois Highway 37 to junction Illinois Highway 146, and thence over Illinois Highway 146 to Vienna, and return over the same route, serving all intermediate points and the off-route points of the New Federal Prison, (13) between Brookport and Harrisburg, Ill., from Brookport over U.S. Highway 45 to junction Illinois Highway 145, thence over Illinois Highway 145 to Harrisburg, and return over the same route, serving all intermediate points and the off-route points of Temple Hill and Simpson, Ill., (14) between Harrisburg and Epworth, Ill.; from Harrisburg over U.S. Highway 45 to junction Illinois Highway 1, thence over Illinois Highway 1 to junction unnumbered highway, thence over unnumbered highway to Epworth, and return over the same route, serving all intermediate points and the off-route points of Phillipstown, Herald, and New Haven, Ill., (15) between Shawneetown and Eldorado, Ill.; from Shawneetown over Illinois Highway 13 to junction Illinois Highway 142, thence over Illinois Highway 142 to Eldorado, and return over the same route, serving all intermediate points and the off-route point of Equality, Ill., (16) between Mounds and Carbondale, Ill., over U.S. Highway 51, serving all intermediate points, (17) between St. Louis, Mo. and Carbondale, Ill., from St. Louis, over U.S. Highway 460 to junction U.S. Highway 51, thence over U.S. Highway 51 to Carbondale, and return over the same route, serving the intermediate points of Tamaroa, Dowell, Elkville, Hallidayboro, and DeSoto, Ill., (18) between Marion, Ill., and St. Louis, Mo.; from Marion over Illinois Highway 13 to junction Illinois Highway 149, thence over Illinois Highway 149 to junction Illinois Highway 3, thence over Illinois Highway 3 to junction Illinois Highway 151, thence over Illinois Highway 151 to junction Illinois Highway 4, thence over Illinois Highway 4 to junction Illinois Highway 150, thence over Illinois Highway 150 to junction Illinois Highway 154, thence over Illinois Highway 154 to junction Illinois Highway 153, thence over Illinois Highway 153 to junction U.S. Highway 460, thence

over U.S. Highway 460 to St. Louis, and return over the same route, serving all intermediate points.

(19) Between Pinckneyville and Sparta, Ill., over Illinois Highway 154, serving all intermediate points, (20) between Harrisburg and Golconda, Ill., from Harrisburg over Illinois Highway 34 to junction Illinois Highway 146, thence over Illinois Highway 146 to Golconda, and return over the same route, serving all intermediate points, (21) between Eldorado and Cave in Rock, Ill.; from Eldorado over Illinois Highway 142 to junction Illinois Highway 1, thence over Illinois Highway 1 to Cave in Rock, and return over the same route, serving all intermediate points, (22) between Mt. Vernon and Cairo, Ill., over U.S. Highway 57, serving all intermediate points, (23) between Murphysboro and Ware, Ill., from Murphysboro over Illinois Highway 127 to junction Illinois Highway 146, thence over Illinois Highway 146 to Ware, and return over the same route, serving all intermediate points, (24) between Murphysboro and Thompsonville, Ill., over Illinois Highway 149, serving all intermediate points.

NOTE: This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 15511 (Sub-No. 21), filed March 1, 1965. Applicant: CARSTENSEN FREIGHT LINES, INC., Lincoln Highway, Clinton, Iowa. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except livestock, Classes A and B explosives, commodities in bulk, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Moline and Fulton, Ill., from Moline over Illinois Highway 84 to Fulton, and return over the same route, serving all intermediate points, (2) between Moline and Sterling, Ill., (a) from Moline over Illinois Highway 2 to Sterling, and return over the same route, serving all intermediate points, and (b) from Moline over Illinois Highway 92 to junction Illinois Highway 88, thence over Illinois Highway 88 to Sterling, and return over the same route, serving all intermediate points, (3) between Hoopole and Mount Carroll, Ill., from Hoopole over Illinois Highway 78 to junction Illinois Highway 2, thence over Illinois Highway 2 to junction Illinois Highway 78, thence over Illinois Highway 78 to Mount Carroll, and return over the same route, serving all intermediate points, (4) between Sterling and Savanna, Ill., from Sterling over Illinois Highway 88 to junction U.S. Highway 52 and Illinois Highway 64, thence over U.S. Highway 52 and Illinois Highway 64 to Savanna, and return over the same route, serving all intermediate points, (5) between Thomson and Hanover, Ill.,

from Thomson over Illinois Highway 84 to Hanover, and return over the same route, serving all intermediate points, (6) between Prophetstown, Ill., and junction Illinois Highways 172 and 92, located at or near Yorktown, from Prophetstown over Illinois Highway 172 to junction Illinois Highways 172 and 92, located at or near Yorktown, and return over the same route, serving all intermediate points.

(7) Between Wheatland and Clinton, Iowa, from Wheatland over U.S. Highway 30 to Clinton, and return over the same route, serving all intermediate points, (8) between DeWitt and Maquoketa, Iowa, from DeWitt over U.S. Highway 61 to Maquoketa, and return over the same route, serving all intermediate points, (9) between Lost Nation and Clinton, Iowa, from Lost Nation over Iowa Highway 136 to Clinton, and return over the same route, serving all intermediate points, (10) between Maquoketa and Clinton, Iowa, from Maquoketa over Iowa Highway 62 to junction U.S. Highway 52, thence over U.S. Highway 52 to junction U.S. Highway 67, thence over U.S. Highway 67 to Clinton, and return over the same route, serving all intermediate points, (11) between Maquoketa and junction Iowa Highway 64 and U.S. Highway 67, located at or near Sabula, Iowa, from Maquoketa over Iowa Highway 64 to junction U.S. Highway 67, located at or near Sabula, and return over the same route, serving all intermediate points, (12) between DeWitt and Davenport, Iowa, from DeWitt over U.S. Highway 61 to Davenport, and return over the same route, serving all intermediate points and (13) between Clinton and Davenport, Iowa, from Clinton over U.S. Highway 67 to Davenport, and return over the same route, serving all intermediate points, and (14) between Hoopole, Ill., and junction Illinois Highway 78 and U.S. Highway 6, over Illinois Highway 78, serving no intermediate points, except serving junction Illinois Highway 78 and Interstate Highway 80, as a point of joinder only, also, serving junction Illinois Highway 78 and U.S. Highway 6, for purposes of joinder only.

NOTE: Applicant states it proposes to serve all off-route points in Carroll, Bureau, Whiteside, and Rock Island Counties, Ill., and points in Clinton, Jackson, and Scott Counties, Iowa, in connection with its proposed regular route operations, as shown in (1) through (13) above. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules, for conversion of irregular route to regular route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 50069 (Sub-No. 317), filed March 17, 1965. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill., 60604. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphuric acid*, in bulk, in tank vehicles, from Copley, Ohio to Natrium, W. Va.

No. MC 52110 (Sub-No. 86), filed February 25, 1965. Applicant: BRADY

MOTORFRATE, INC., 1223 Sixth Avenue, Des Moines, Iowa. Applicant's attorney: Homer E. Bradshaw, Suite 510, Central National Building, Des Moines, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, bullion, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between St. Louis, Mo., and St. Paul, Minn., from St. Louis over Interstate 70 to junction U.S. Highway 61, thence over U.S. Highway 61 to junction U.S. Highway 218, thence over U.S. Highway 218 to Waterloo, Iowa, thence over U.S. Highway 63 to Rochester, Minn., thence over U.S. Highway 52 to junction with Minnesota Highway 55, thence over Minnesota Highway 55 to junction with Minnesota Highway 5, thence over Minnesota Highway 5 to St. Paul, and return over the same route, serving no intermediate points, (2) between St. Louis, Mo., and Chicago, Ill., (a) from St. Louis over U.S. Highway 66 to Chicago, and return over the same route, serving no intermediate points, and (b) from St. Louis, over Interstate Highway 55 to Chicago, and return over the same route, serving no intermediate points, (3) between Omaha, Nebr., and St. Louis, Mo., (a) from Omaha over U.S. Highway 6 to junction Iowa Highway 375, thence over Iowa Highway 375 to junction Iowa Highway 92, thence over Iowa Highway 92 to junction U.S. Highway 59, thence over U.S. Highway 59 to Tarkio, Mo., thence over U.S. Highway 136 to Maryville, Mo., thence over U.S. Highway 71 to St. Joseph, Mo., thence over U.S. Highway 36 to junction U.S. Highway 61, thence over U.S. Highway 61 to junction Interstate Highway 70, thence over Interstate Highway 70 to St. Louis, and return over the same route, serving no intermediate points, and (b) from Omaha over Interstate Highway 29 to Kansas City, Mo., thence over Interstate Highway 70 to St. Louis, and return over the same route, serving no intermediate points, (4) between Chicago, Ill., and Des Moines, Iowa, from Chicago over U.S. Highway 34 to junction U.S. Highway 30, thence over U.S. Highway 30 to Cedar Rapids, Iowa, thence over U.S. Highway 30 to junction Iowa Highway 64, thence over Iowa Highway 64 to Des Moines, and return over the same route, serving Cedar Rapids, Iowa, as an intermediate point.

(5) Between Cedar Rapids and Waterloo, Iowa, from Cedar Rapids over U.S. Highway 218 to Waterloo, Iowa, and return over the same route, serving no intermediate points, (6) between Des Moines, Iowa, and Kansas City, Mo., (a) from Des Moines over Interstate Highway 35 to junction U.S. Highway 34, thence over U.S. Highway 34 to Osceola, Iowa, thence over U.S. Highway 69 to Kansas City, and return over the same route, serving no intermediate points, and (b) from Des Moines over Interstate Highway 35 to Kansas City, and return over the same route, serving no intermediate points, (7) between Des

Moines and Perry, Iowa, from Des Moines over Interstate Highway 35 to junction Iowa Highway 141, thence over Iowa Highway 141 to Perry, and return over the same route, serving no intermediate points, (8) between Des Moines, Iowa, and St. Louis, Mo., from Des Moines over Iowa Highway 163 to Oskaloosa, Iowa, thence over U.S. Highway 63 to junction Iowa Highway 149, thence over Iowa Highway 149 to junction Iowa Highway 78, thence over Iowa Highway 78 to junction Iowa Highway 1, thence over Iowa Highway 1 to junction Iowa Highway 2, thence over Iowa Highway 2 to junction Iowa Highway 114, thence over Iowa Highway 114 to junction Missouri Highway 81, thence over Missouri Highway 81 to Kahosia, Mo., thence over U.S. Highway 136 to junction U.S. Highway 61, thence over U.S. Highway 61 to junction Interstate Highway 70, thence over Interstate Highway 70 to St. Louis, Mo., and return over the same route, serving no intermediate points, (9) between Kansas City, Mo., and Chicago, Ill., (a) from Kansas City over U.S. Highway 69 to junction U.S. Highway 36, thence over U.S. Highway 36 to junction U.S. Highway 66, thence over U.S. Highway 66 to Chicago, and return over the same route, serving no intermediate points, and (b) from Kansas City over Interstate Highway 70 to St. Louis, Mo., thence over Interstate Highway 55 to Chicago, and return over the same route, serving no intermediate points.

(10) Between Kansas City, Mo., and St. Paul, Minn., (a) from Kansas City over U.S. Highway 69 to Osceola, Iowa, thence over U.S. Highway 34 to junction Interstate Highway 35, thence over Interstate Highway 35 to Des Moines, thence over U.S. Highway 69 to Albert Lea, Minn., thence over U.S. Highway 65 to junction Interstate Highway 35, thence over Interstate Highway 35 to junction U.S. Highway 65, thence over Interstate Highway 65 to junction Interstate Highway 494, thence over Interstate Highway 494 to junction Minnesota Highway 5, thence over Minnesota Highway 5 to St. Paul, and return over the same route, serving no intermediate points, and (b) from Kansas City over Interstate Highway 35 to St. Paul, and return over the same route, serving no intermediate points, (11) between Cincinnati and Dayton, Ohio, and Indianapolis, Ind., on the one hand, and, on the other, St. Paul, Minn., (a) from Cincinnati, over U.S. Highway 52 to junction Interstate Highway 74, thence over Interstate Highway 74 to junction Indiana Highway 46, thence over Indiana Highway 46 to junction Interstate Highway 74, thence over Interstate Highway 74 to junction U.S. Highway 421, thence over U.S. Highway 421 to Indianapolis, and return over the same route, serving no intermediate points, (b) from Cincinnati over Interstate Highway 74 to Indianapolis, and return over the same route, serving no intermediate points, (c) from Dayton over U.S. Highway 25 to junction U.S. Highway 40, thence over U.S. Highway 40 to Indianapolis, and return over the same route, serving no intermediate points, (d) from Dayton over Interstate Highway 75 to junction Interstate Highway 70,

thence over Interstate Highway 70 to Indianapolis, and return over the same route, serving no intermediate points, (e) from Indianapolis over U.S. Highway 52 to junction U.S. Highway 41, thence over U.S. Highway 41 to junction Interstate Highway 90, thence over Interstate Highway 90 to junction Interstate Highway 294, thence over Interstate Highway 294 to junction Interstate Highway 90, thence over Interstate Highway 90 to junction U.S. Highway 12, thence over U.S. Highway 12 to junction Interstate Highway 94, thence over Interstate Highway 94 to junction U.S. Highway 12, thence over U.S. Highway 12 to St. Paul, and return over the same route, serving no intermediate points, and (f) from Indianapolis over Interstate Highway 65 to junction Interstate Highway 90, thence over Interstate Highway 90 to junction Interstate Highway 94, thence over Interstate Highway 94 to St. Paul, and return over the same route, serving no intermediate points.

NOTE: Applicant states "service is not authorized between Cincinnati and Dayton, Ohio, on the one hand, and, on the other, Indianapolis, Ind."

(12) between Cincinnati and Dayton, Ohio, and Indianapolis, Ind., on the one hand, and, on the other, Kansas City, Mo., (a) from Cincinnati over U.S. Highway 52 to junction Interstate Highway 74, thence over Interstate Highway 74 to junction Indiana Highway 46, thence over Indiana Highway 46 to junction Interstate Highway 74, thence over Interstate Highway 74 to junction U.S. Highway 421, thence over U.S. Highway 421 to Indianapolis, and return over the same route, serving no intermediate points, (b) from Cincinnati over Interstate Highway 74 to Indianapolis, and return over the same route, serving no intermediate points, (c) from Dayton over Interstate Highway 25 to junction U.S. Highway 40, thence over U.S. Highway 40 to Indianapolis, and return over the same route, serving no intermediate points, (d) from Dayton over Interstate Highway 75 to junction Interstate Highway 70, thence over Interstate Highway 70 to Indianapolis, and return over the same route, serving no intermediate points, (e) from Indianapolis over U.S. Highway 40 to junction Interstate Highway 70, thence over Interstate Highway 70 to junction U.S. Highway 40, thence over U.S. Highway 40 to Kansas City, and return over the same route, serving no intermediate points, and (f) from Indianapolis over Interstate Highway 70 to Kansas City, and return over the same route, serving no intermediate points.

NOTE: Applicant states "service not authorized between Cincinnati and Dayton, Ohio, on the one hand, and, on the other, Indianapolis, Indiana", and (13) between Cincinnati and Dayton, Ohio, and Indianapolis, Ind., on the one hand, and, on the other, Des Moines, Iowa, and Omaha, Nebr., (a) from Cincinnati over U.S. Highway 52 to junction Interstate Highway 74, thence over Interstate Highway 74 to junction Indiana Highway 46, thence over Indiana Highway 46 to junction Interstate Highway 74, thence over Interstate Highway 74 to junction U.S. Highway 421, thence over U.S. Highway 421 to Indianapolis, and return over the same route, serving no intermediate points, (b)

from Cincinnati over Interstate Highway 74 to Indianapolis, and return over the same route, serving no intermediate points, (c) from Dayton over U.S. Highway 25 to junction U.S. Highway 40, thence over U.S. Highway 40 to Indianapolis, and return over the same route, serving no intermediate points, (d) from Dayton over Interstate Highway 75 to junction Interstate Highway 70, thence over Interstate Highway 70 to Indianapolis, and return over the same route, serving no intermediate points, (e) from Indianapolis over U.S. Highway 52 to junction U.S. Highway 24, thence over U.S. Highway 24 to Forest, Ill., thence over Illinois Highway 47 to junction Interstate Highway 80, thence over Interstate Highway 80 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Interstate Highway 80, thence over Interstate Highway 80 to Des Moines, Iowa, thence over Interstate Highway 80 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Interstate Highway 80, thence over Interstate Highway 80 to junction Iowa Highway 90, thence over Iowa Highway 90 to junction U.S. Highway 6, thence over U.S. Highway 6 to Omaha, and return over the same route, serving Des Moines, Iowa, as an intermediate point, (f) from junction Illinois Highway 47 and Interstate Highway 80, over Interstate Highway 80 to Omaha, and return over the same route, serving Des Moines, Iowa, as an intermediate point, (g) from Indianapolis over Interstate Highway 65 to junction Interstate Highway 80, thence over Interstate Highway 80 to Omaha, and return over the same route, serving Des Moines, Iowa, as an intermediate point.

NOTE: Applicant states "service is not authorized between Cincinnati and Dayton, Ohio, on the one hand, and, on the other, Indianapolis, Ind." This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 105275 (Sub-No. 32), filed February 26, 1965. Applicant: W. T. BYRNS MOTOR EXPRESS, INC., 646 Coffee Street, Watertown, N.Y. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road (at South Shore Plaza), Braintree 84, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Utica and Albany, N.Y., (a) from Utica to Albany, over Interstate Highway 90, and return over the same route, serving no intermediate points, (b) from Utica to Albany, over New York Highway 5, and return over the same route, serving no intermediate points, (c) from Utica over New York Highway 5-S, to Schenectady, N.Y., thence over New York Highway 5 to Albany, and return over the same route, serving no intermediate points, and (d) from Utica over New York Highway 8 to junction of U.S. Highway 20, thence over U.S. Highway 20 to Albany, and return over the same route, serving no intermediate points, (2) between Amsterdam and Albany, N.Y., (a) from Amsterdam over Interstate Highway 90,

to Albany, and return over the same route, serving all intermediate points, and (b) from Amsterdam over New York Highway 5, to Albany, and return over the same route, serving all intermediate points, (3) between Albany and New York, N.Y., (a) from Albany over Interstate Highway 87, and return over the same route, serving all intermediate points, (b) from Albany over U.S. Highway 9 and U.S. Highway 9W, to New York, N.Y., and return over the same route, serving all intermediate points, (4) between Amsterdam and New York, N.Y., (a) from Amsterdam, over New York Highway 30 to Middleburg, N.Y., thence over New York Highway 145 to Catskill, N.Y., thence over U.S. Highway 9W to New York, N.Y., and return over the same route, serving all intermediate points, and (b) from Amsterdam to Catskill, over the specified highways in (a) above, and thence over Interstate Highway 87 to New York, N.Y., and return over the same route, serving all intermediate points.

NOTE: Applicant states the proposed service as shown above in (1) through (4) to include serving the off-route points in New York east and south of a line beginning at the New York-New Jersey State line, and extending along New York Highway 17 to junction New York Highway 30, thence along New York Highway 30 to Amsterdam, and thence along New York Highway 67 to the New York-Vermont State line, including points on the indicated portions of the highways specified on the one hand, and, on the other, points in Bergen, Essex, Hudson, Passaic, and Union Counties, N.J. Also, dual operations may be involved. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 105275 (Sub-No. 33), filed February 26, 1965. Applicant: W. T. BYRNS MOTOR EXPRESS, INC., 646 Coffee Street, Watertown, N.Y. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road (at South Shore Plaza), Braintree 84, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, fertilizers, fresh fruits, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading) between Utica, N.Y., and Boston, Mass; (1) from Utica over Interstate Highway 90 to Boston, (2) from Utica over New York Highway 5 to Albany, N.Y. (also from Utica over New York Highway 5S to Schenectady, N.Y., thence over New York Highway 5 to Albany), thence over U.S. Highway 20 to Boston, (3) from Utica over New York Highway 8 to junction U.S. Highway 20, thence over U.S. Highway 20 to Boston, (4) from Utica to Albany over the routes specified above, thence over U.S. Highway 20 to junction Massachusetts Highway 9, thence over Massachusetts Highway 9 to Boston, (5) from Utica to Albany over the routes specified above, thence over

U.S. Highway 20 to junction New York Highway 22, thence over New York Highway 22 to junction New York Highway 102, thence over New York Highway 102 to junction U.S. Highway 20, and thence over U.S. Highway 20 to Boston, as specified above, and (6) from Utica to Albany over the routes specified above thence over New York Highway 9 to junction New York Highway 203, thence over New York Highway 203 to junction New York Highway 66, thence over New York Highway 66 to junction New York Highway 295, thence over New York Highway 295 to the New York-Massachusetts State line, thence over Massachusetts Highway 41 to junction U.S. Highway 20, thence over U.S. Highway 20 to Boston as specified above, and return over the same routes in (1) through (6) above, serving the intermediate points of Amsterdam, Canajoharie, Fonda, Fort Plain, Frankfort, Schenectady, Herkimer, Ilion, Little Falls, and St. Johnsville, N.Y., and the off-route points of Broadalbin, Gloversville, Johnstown, Dolgeville, Middleville, Mohawk, Newport, Northville, Fultonville, Cohoes, and Mayfield, N.Y., and points in New York within fifteen (15) miles of the above-specified points and Springfield, Ludlow, Worcester, and Boston, Mass., and points within ten (10) miles of Boston, on the above-described routes.

NOTE: (1) Applicant states by this application it seeks authority to convert its irregular route authority covering the same points and areas to regular route authority. If this application is approved, applicant will request that its irregular route authority be canceled, and (2) dual operations may be involved. Common control may be involved. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 105457 (Sub-No. 56), filed March 1, 1965. Applicant: THURSTON MOTOR LINES, INC., 601 Johnson Road, Charlotte, N.C. 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, livestock, Classes A and B explosives, household goods, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Charlotte, N.C., and Asheville, N.C., (a) over U.S. Highway 74, (b) from Charlotte over North Carolina Highway 16 to junction U.S. Highway 70 at or near Conover, N.C., thence over U.S. Highway 70 to Asheville, and return over the same route, serving all intermediate points in (a) and (b) above, and off-route points in North Carolina west of U.S. Highway 29 in connection with all of carrier's authorized regular route operations, restricted to the handling of traffic moving to, from, or through points in North Carolina located on U.S. Highway 29, and (2) between Columbia, S.C., and North Au-

gusta, S.C., over U.S. Highway 1, serving all intermediate points, restricted against the handling of shipments from a point in South Carolina to a point in South Carolina.

NOTE: This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 110525 (Sub-No. 712), filed March 11, 1965. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW., Washington, D.C., and Edwin H. van Deusen, 520 East Lancaster Avenue, Downingtown, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal tar and coal tar products*, in bulk, in tank vehicles, from Cincinnati, Ohio, to points in Tennessee.

No. MC 111196 (Sub-No. 30), filed February 26, 1965. Applicant: R. KUNTZMAN, INC., 1805 West State Street, Alliance, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus, 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, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Alliance and Canton, Ohio, (a) from Alliance over U.S. Highway 62 to Canton, and return over the same route, serving all intermediate points, (b) from Alliance over Ohio Highway 183 to junction Ohio Highway 153, thence over Ohio Highway 153 to Canton, and return over the same route, serving all intermediate points, (c) from Alliance over Ohio Highway 183 to junction U.S. Highway 30, thence over U.S. Highway 30 to Canton, and return over the same route, serving all intermediate points, (d) from Alliance over Ohio Highway 183 to junction Ohio Highway 172, thence over Ohio Highway 172 to junction U.S. Highway 30, thence over U.S. Highway 30 to Canton, and return over the same route, serving all intermediate points, and (e) from Alliance over Ohio Highway 173 to junction Ohio Highway 44, thence over Ohio Highway 44 to U.S. Highway 62, thence over U.S. Highway 62 to Canton, and return over the same route, serving all intermediate points, (2) between Alliance and Akron, Ohio (a) from Alliance over Ohio Highway 225 to junction U.S. Highway 224, thence over U.S. Highway 224 to Akron, and return over the same route serving all intermediate points, (b) from Alliance over Ohio Highway 183 to U.S. Highway 224, thence over U.S. Highway 224 to Akron, and return over the same route, serving all intermediate points, (c) from Alliance over Ohio Highway 183 to junction Ohio Highway 619, thence over Ohio Highway 619 to Ohio Highway 8, thence over Ohio Highway 8 to Akron, and return over the

same route, serving all intermediate points, (d) from Alliance over U.S. Highway 62 to junction Ohio Highway 8 at Canton, thence over Ohio Highway 8 to Akron, and return over the same route, serving all intermediate points, and (e) from Alliance over U.S. Highway 62 to junction Interstate Highway 77, located at Canton, thence over Interstate Highway 77 to Akron, and return over the same route, serving all intermediate points.

NOTE: Applicant proposes to serve off-route points within ten (10) miles of Alliance, Ohio, in connection with the routes described above in (1) and (2). This application is filed pursuant to MC-C 4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 112049 (Sub-No. 11), filed February 19, 1965. Applicant: McBRIDE'S EXPRESS, INC., 1901 Wabash Avenue, Mattoon, Ill. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), (1) between St. Louis, Mo., and Pittsfield, Ill.; from St. Louis over U.S. Highway 66 to junction Illinois Highway 111, thence over Illinois Highway 111 to Alton, Ill., thence over Illinois Highway 100 to junction U.S. Highway 36, thence over U.S. Highway 36 to Pittsfield and return over the same route, serving all intermediate points; (2) between St. Louis, Mo., and Jacksonville, Ill.; from St. Louis over Illinois Highway 3 to Alton, Ill., thence over U.S. Highway 67 to Jacksonville and return over the same route, serving all intermediate points; (3) between St. Louis, Mo., and Springfield, Ill., over U.S. Highway 66, serving all intermediate points; (4) between St. Louis, Mo., and Decatur, Ill.; from St. Louis over U.S. Highway 66 to junction Illinois Highway 48, thence over Illinois Highway 48 to Decatur and return over the same route, serving all intermediate points; (5) between St. Louis, Mo., and Pana, Ill.; from St. Louis over U.S. Highway 40 to junction U.S. Highway 51, thence over U.S. Highway 51 to Pana and return over the same route, serving all intermediate points.

(6) Between Pana, Ill., and Decatur, Ill., over U.S. Highway 51, serving all intermediate points; (7) between St. Louis, Mo., and Shelbyville, Ill.; from St. Louis over U.S. Highway 40 to junction Illinois Highway 128, thence over Illinois Highway 128 to junction Illinois Highway 16, thence over Illinois Highway 16 to Shelbyville and return over the same route, serving all intermediate points; (8) between St. Louis, Mo., and Mattoon, Ill.; from St. Louis over U.S. Highway 40 to Effingham, Ill., thence over U.S. Highway 45 to Mattoon and return over the same route, serving all intermediate points; (9) between Mattoon, Ill., and Decatur, Ill., over Illinois Highway 121, serving all

intermediate points; (10) between Mattoon, Ill., and Jacksonville, Ill.; from Mattoon over U.S. Highway 45 to Tuscola, Ill., thence over U.S. Highway 36 to Jacksonville and return over the same route, serving all intermediate points; (11) between St. Louis, Mo., and Tuscola, Ill.; from St. Louis over U.S. Highway 40 to Marshall, Ill., thence over Illinois Highway 1 to junction U.S. Highway 36, thence over U.S. Highway 36 to Tuscola and return over the same route, serving all intermediate points; (12) between St. Louis, Mo., and Marshall, Ill.; from St. Louis over U.S. Highway 50 to Lawrenceville, Ill., thence over Illinois Highway 1 to Marshall and return over the same route, serving all intermediate points; (13) between St. Louis, Mo., and Effingham, Ill.; from St. Louis over U.S. Highway 50 to Salem, Ill., thence over Illinois Highway 37 to Effingham and return over the same route, serving all intermediate points; (14) between St. Louis, Mo., and Charleston, Ill.; from St. Louis over U.S. Highway 50 to Flora, Ill., thence over U.S. Highway 45 to Effingham, Ill., thence over Interstate Highway 70 to Greenup, Ill., thence over Illinois Highway 130 to Charleston and return over the same route, serving all intermediate points.

(15) Between St. Louis, Mo., and Shepard, Ill.; from St. Louis over Illinois Highway 3 to Alton, Ill., thence over U.S. Highway 67 to Jacksonville, Ill., thence over U.S. Highway 36 to Shepard, and return over the same route, serving all intermediate points; and serving all off-route points in that part of Illinois on and south of U.S. Highway 36 and on and north of U.S. Highway 50 and restricted against service between any two intermediate or off-route points in that part of Illinois on and south of U.S. Highway 36 and on and north of U.S. Highway 50, in connection with (1) through (15) above; (16) between Decatur, Ill., and Vandalia, Ill., over U.S. Highway 51, serving all intermediate points; (17) between Decatur, Ill., and Effingham, Ill.; from Decatur over U.S. Highway 36 to junction Illinois Highway 121, thence over Illinois Highway 121 to Mattoon, Ill., thence over U.S. Highway 45 to Effingham and return over the same route, serving all intermediate points; and (18) between Decatur, Ill., and Greenup, Ill.; from Decatur over U.S. Highway 36 to Tuscola, Ill., thence over U.S. Highway 45 to Mattoon, Ill., thence over Illinois Highway 16 to Charleston, Ill., thence over Illinois Highway 130 to Greenup and return over the same route, serving all intermediate points; and serving all off-route points in that part of Illinois bounded by a line beginning at Vandalia, Ill., thence along U.S. Highway 40 to Greenup, thence along Illinois Highway 130 to Charleston, thence along Illinois Highway 16 to Mattoon, thence along U.S. Highway 45 to Tuscola, thence along U.S. Highway 36 to Decatur, thence along U.S. Highway 51 to Vandalia and restricted against service between any two intermediate and/or off-route points within this territory, not including Decatur, Ill.

NOTE: This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of ir-

regular-route to regular-route motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 114194 (Sub-No. 96), filed March 15, 1965. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Syrups, sweeteners, corn syrup and blends*, in bulk, from Granite City, Ill., to points in South Dakota and Washington, D.C., and *rejected shipments* of the commodities specified above, on return.

No. MC 114238 (Sub-No. 7), filed March 1, 1965. Applicant: OHIO SOUTHERN EXPRESS, INC., 1293 Lovell Avenue NW., Atlanta, Ga. Applicant's attorney: Jacob P. Billig, Investment Building, Washington, D.C., 20005. 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, tobacco, liquor, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Atlanta, Ga., and Akron, Ohio; (a) from Atlanta over U.S. Highway 41 to Chattanooga, Tenn., thence over U.S. Highway 27 to Lexington, Ky., thence over Interstate Highway 75 to Cincinnati, Ohio, thence over Interstate Highway 71 to junction U.S. Highway 224, and thence over U.S. Highway 224 to Akron, and return over the same route, and (b) from Atlanta over U.S. Highway 41 to junction U.S. Highway 411, thence over U.S. Highway 411 to junction U.S. Highway 129, thence over U.S. Highway 129 to junction U.S. Highway 25W, thence over U.S. Highway 25W to junction U.S. Highway 25, thence over U.S. Highway 25 to junction Interstate Highway 75 near Richmond, Ky., thence over Interstate Highway 75 to Cincinnati, Ohio, thence over Interstate Highway 71 to Columbus, Ohio, thence over Ohio Highway 3 to junction Ohio Highway 5, and thence over Ohio Highway 5 to Akron, and return over the same route, serving the off-route points of Albany, Columbus, and Fort Benning, Ga., and points in Georgia within 100 miles of Atlanta, and points in Ohio within 25 miles of Akron, in (a) and (b) above, and (c) from Atlanta to Lexington, Ky., over the two routes named above, thence over U.S. Highway 60 to Charleston, W. Va., thence over U.S. Highway 21 to Parkersburg, W. Va., thence from Parkersburg to junction Ohio Highway 7, thence over Ohio Highway 7 to Marietta, Ohio, thence over U.S. Highway 21 to junction Ohio Highway 5, and thence over Ohio Highway 5 to Akron, and return over the same route, serving the off-route points of Albany, Columbus, and Fort Benning, Ga., and points in Georgia within 100 miles of Atlanta, and points in Ohio within 25 miles of Akron, and Charleston and Parkersburg as intermediate points in connection with movements to or from Atlanta, Albany, Columbus, and Fort Benning, and points in Georgia within 100 miles of Atlanta.

(2) Between Atlanta, Ga., and Charleston, W. Va.; from Atlanta over U.S. Highway 41 to junction U.S. Highway 411, thence over U.S. Highway 411 to junction U.S. Highway 129, thence over U.S. Highway 129 to junction U.S. Highway 11W, thence over U.S. Highway 11W to Bristol, Tenn., thence over U.S. Highway 11 to junction U.S. Highway 19, thence over U.S. Highway 19 to Bluefield, W. Va., thence over U.S. Highway 460 to junction Interstate Highway 77, thence over Interstate 77 to Charleston, and return over the same route, (3) between Huntington and Parkersburg, W. Va., (a) over Ohio Highway 7 via Belpre, and (b) over West Virginia Highway 2, (4) between Lexington, Ky., and Columbus, Ohio; from Lexington over U.S. Highway 68 to junction U.S. Highway 62, thence over U.S. Highway 62 to junction Interstate Highway 71, thence over Interstate Highway 71 to Columbus, and return over the same route, (5) between Chattanooga and Knoxville, Tenn., over U.S. Highway 11, (6) between Kingston and Knoxville, Tenn., over Interstate Highway 40, (7) between Chattanooga, Tenn., and junction U.S. Highway 411 and U.S. Highway 64, over U.S. Highway 64, (8) between Clinton and Harriman, Tenn., over Tennessee Highway 61, (9) between Princeton and Charleston, W. Va.; from Princeton over U.S. Highway 21 to Beckley, W. Va., thence over West Virginia Highway 3 to junction U.S. Highway 119, thence over U.S. Highway 119 to Charleston, and return over the same route, (10) between Beckley and Charleston, W. Va.; from Beckley over U.S. Highway 21 to junction West Virginia Highway 61, thence over West Virginia Highway 61 to junction U.S. Highway 21, and thence over U.S. Highway 21 to Charleston, and return over the same route.

(11) Between junction U.S. Highway 11W and Interstate Highway 81 near Bristol, Tenn., and Bluefield, W. Va.; from junction U.S. Highway 11W and Interstate Highway 81 near Bristol, over Interstate Highway 81 to junction U.S. Highway 19, and thence over U.S. Highway 19 to Bluefield, and return over the same route, (12) between Dover and Akron, Ohio, over Ohio Highway 8, (13) between Atlanta, Ga., and Cincinnati, Ohio, over Interstate Highway 75, (14) between Knoxville, Tenn., and junction Interstate Highway 81 and U.S. Highway 19 near Abingdon, Va., over Interstate Highway 81, (15) between Charleston, W. Va., and Akron, Ohio, over Interstate Highway 77, and (16) between Lexington, Ky., and Charleston, W. Va., over Interstate Highway 64, and return over the same routes, serving no intermediate points, in (2) through (16) above as alternate routes for operating convenience only, in connection with applicant's regular-route operations.

NOTE: Applicant states no duplicating authority to serve Akron, Ohio, is sought, in (1) above. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular route to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 114273 (Sub-No. 14), filed February 26, 1965. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., 3930 16th Avenue SW., Post Office Box 1904, Cedar Rapids, Iowa. Applicant's attorney: William P. Sullivan, 1825 Jefferson Place NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, other than those requiring refrigeration, and commodities injurious or contaminating to other lading), from Cedar Rapids over U.S. Highway 218 to junction U.S. Highway 80, thence over U.S. Highway 80 to junction Iowa Highway 61, thence over Iowa Highway 61 to Davenport, serving no intermediate points.

NOTE: Applicant states "as a condition to the grant of the above-requested authority, applicant agrees to accept a restriction upon its presently held authority to transport general commodities, over irregular routes, as set forth in Certificate No. MC-114273 (Sub-No. 2) as follows: RESTRICTION: Restricted against service from Cedar Rapids, Iowa, to Davenport, Iowa."

NOTE: This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for conversion of irregular to regular motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30 days.

No. MC 127069, filed March 15, 1965. Applicant: LEM R. CLARK, Route 4, Franklin, N.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Crude ores*, namely, *scrap mica*, not further processed than washed, for the account of Franklin Mineral Products Co., from a mine located near Air Line, Ga., to Franklin, N.C.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-3267; Filed, Mar. 31, 1965;
8:45 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

MARCH 29, 1965.

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

LONG-AND-SHORT HAUL

FSA No. 39651—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 317), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in southwestern territory, on the other.

Grounds for relief—Motor-truck competition.

Tariff—13th revised page 281 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39652—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 318), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in central states, middlewest and southwestern territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—22d revised page 47-A to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39653—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 319), for interested carriers. Rates on various commodities moving on class rates over joint routes of applicant rail and motor carriers, between points in central states territory, on the one hand, and points in middle Atlantic and New England territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—18th revised page 57 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39654—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 320), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in central states territory, on the one hand, and points in middle Atlantic and New England territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—24th revised page 69 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39655—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 321), for interested carriers. Rates on various commodities moving on class rates over joint routes of applicant rail and motor carriers, between points in central states territory, on the one hand, and points in middle Atlantic and New England territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—14th revised page 118-A to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39656—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 322), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in central states territory, on the one hand, and points in middle Atlantic and New England territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—31st revised page 222 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39657—*Joint motor-rail rates—Eastern Central*. Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 323), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in middlewest and southwestern territories, on the other.

Grounds for relief—Motor-truck competition.

Tariff—20th revised page 209 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39658—*Cottonseed hulls to points in Southwestern Territory*. Filed by O. W. South, Jr., agent (No. A4654), for interested rail carriers. Rates on cottonseed hulls, ground (cottonseed hull bran), or not ground, in carloads, from specified points in Mississippi and Tennessee, to points in Arkansas, Louisiana, Oklahoma, and Texas, also Exeter and Seligman, Mo.

Grounds for relief—Market competition and rate relationship.

Tariff—Supplement 113 to Southern Freight Association, agent, tariff I.C.C. 1355.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-3349; Filed, Mar. 31, 1965;
8:49 a.m.]

[Notice 1148]

MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 29, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

Finance Docket No. 23512. By order of March 24, 1965, the Transfer Board approved the transfer to Knutson, Inc., Coos Bay, Oreg., of amended certificate in No. W-1064, issued December 12, 1955, to Harold Knutson and Karl Lloyd Knutson, a partnership, doing business as Knutson Towboat Co., Coos Bay, Oreg., authorizing the engagement in interstate and foreign commerce, by towing vessels, in the towage of logs in rafts, and of lumber, wood products, and industrial

machinery on barges, between ports and points on Coos Bay and its tributaries. Willard W. McInturff, Suite 304 Hall Building, Coos Bay, Oreg., 97420, attorney for applicants.

No. MC-FC-67495. By order of March 23, 1965, the Transfer Board approved the transfer to Marvin M. Barkley, doing business as Barkley Truck Lines, 604 4th Street SW., Watertown, S. Dak., of the operating rights in Certificates Nos. MC-97397 (Sub-No. 3), MC-97397 (Sub-No. 5), and those rights for which a Certificate of Registration evidencing a right to engage in interstate or foreign commerce to the extent authorized in the proceeding No. MC-97397 (Sub-No. 9) when same is issued, to Marvin M. Barkley and Anna M. Barkley, a partnership, doing business as Barkley Truck Line, 604 4th Street SW., Watertown, S. Dak., covering the transportation of general commodities, with exceptions, in the MC-97397 (Sub-No. 3) and MC-97397 (Sub-No. 5) authorities, and general commodities, without exception, and property in the MC-97397 (Sub-No. 9) proceeding, between specified points and designated portions of South Dakota.

No. MC-FC-67529. By order of March 24, 1965, the Transfer Board approved the transfer to Moore Van Lines, Inc., Kansas City, Mo., of Certificate in No. MC-125274, issued January 27, 1964, to J. R. Moore, doing business as Moore Moving and Storage, Kansas City, Mo., authorizing the transportation of: Household goods and emigrant movables, between Wever, Iowa, and points within 10 miles of Wever, on the one hand, and, on the other, points in Illinois, and, household goods, between Burlington, Iowa, and points within 50 miles thereof, on the one hand, and, on the other, points in Missouri, Minnesota, Wisconsin, Michigan, and Indiana, and, between points in Illinois, Iowa, and Nebraska. George L. Gisler, 940 Rialto Building, Kansas City, Mo., attorney for applicants.

No. MC-FC-67633. By order of March 24, 1965, the Transfer Board approved the transfer to H. W. Dailey Moving & Storage Co., Inc., 14 Monroe Avenue, Rochester, N.Y., 14607; of certificate in No. MC-15199, issued November 4, 1958, to Harold Ernest Dailey, doing business as H. E. Dailey Moving & Storage Co., 14 Monroe Avenue, Rochester, N.Y., 14607; authorizing the transportation of: Household goods, between Rochester, N.Y., on the one hand, and, on the other, points in Connecticut, Maryland, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, and the District of Columbia; and between Rochester, N.Y., on the one hand, and, on the other, points in Illinois, Indiana, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Virginia, and the District of Columbia.

No. MC-FC-67634. By order of March 24, 1965, the Transfer Board approved the transfer to Dameo, Inc., Somerville, N.J., of permits in Nos. MC-2359 and No. MC-2359 (Sub-No. 3), MC-2359 (Sub-No. 6), MC-2359 (Sub-No. 7), MC-2359 (Sub-No. 8), MC-2359 (Sub-No. 11), MC-2350 (Sub-No. 13), and MC-

2359 (Sub-No. 15), issued September 30, 1939, December 24, 1942, July 26, 1950, June 26, 1950, July 23, 1958, October 24, 1963, June 4, 1964, and February 9, 1965, respectively, to Rocco D. Dameo, Somerville, N.J., authorizing the transportation of: Concrete pipe with asbestos binder, from Manville, N.J., to Baltimore, Md., and points in Wayne County, Pa., building and roofing materials, asphalt, asbestos, and asphalt and asbestos products, from Manville, N.J., to points in Connecticut and Delaware, and specified points in Maryland, New York, and Pennsylvania, and various other named commodities from, to, or between

specified points in New Jersey, New York, Pennsylvania, Maryland, Delaware, Connecticut, Rhode Island, Massachusetts, Maine, New Hampshire, Vermont, and the District of Columbia. Bert Collins, 140 Cedar Street, New York 6, N.Y., representative for applicants.

No. MC-FC-67655. By order of March 24, 1965, the Transfer Board approved the transfer to Ernest H. Long, doing business as I. H. Hill Transfer & Storage, 2919 Roxboro Road, Durham, N.C., of the certificate in No. MC-18541, issued March 17, 1941, to Isaac H. Hill, doing business as I. H. Hill Transfer, 1904 West Markham Avenue, Durham, N.C., au-

thorizing the transportation of: Household goods, between Durham, N.C., and points within 50 miles of Durham, on the one hand, and, on the other, points in Delaware, Florida, Georgia, Illinois, Indiana, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-3350; Filed, Mar. 31, 1965;
8:49 a.m.]

