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FEDERAL REGISTER

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Announcing: Volume 77A

UNITED STATES STATUTES AT LARGE

containing

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Title 3—THE PRESIDENT

Proclamation 3603

WARSAW UPRISING DAY

By the President of the United States of America

A Proclamation

WHEREAS August 1, 1964, marks the twentieth anniversary of the historic uprising of Polish patriots to liberate their capital, the City of Warsaw from the Nazi occupation; and

WHEREAS the bravery of the Polish people demonstrated their determination to achieve liberty and independence; and

WHEREAS the American people regard the action of the Polish patriots in the Warsaw uprising as a great manifestation of bravery and devotion to home and country; and

WHEREAS this historic effort should serve to inspire people everywhere to rededicate themselves to the cause of freedom and justice:

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby designate August 1, 1964, as Warsaw Uprising Day.

I invite the people of the United States to observe this day with appropriate ceremonies and activities, and I urge them to mark this event as an exceptional demonstration of man's courage and devotion in the long and continuing struggle for human freedom.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this thirty-first day of July in the year of our Lord nineteen hundred and sixty-four, and [SEAL] of the Independence of the United States of America the one hundred and eighty-ninth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 64-7900; Filed, Aug. 3, 1964; 2:21 p.m.]

Executive Order 11164

AMENDING EXECUTIVE ORDER NO. 10530,[1] RELATING TO THE PERFORMANCE BY THE DIRECTOR OF THE BUREAU OF THE BUDGET OF CERTAIN FUNCTIONS VESTED IN THE PRESIDENT

By virtue of the authority vested in me by Section 301 of Title 3 of the United States Code, and as President of the United States, Section 1(p) of Executive Order No. 10530 of May 10, 1954, entitled "Providing for the Performance of Certain Functions Vested in or Subject to the Approval of the President," as amended, is hereby amended to read as follows:

"(p) The authority vested in the President by Section 45(a) of the Alaska Omnibus Act, approved June 25, 1959 (73 Stat. 152), as amended, (1) to determine that any function performed by the Federal Government in Alaska has been terminated or curtailed by the Federal Government and that performance of such function or substantially the same function has been or will be assumed by the State of Alaska, and (2) in his discretion, to transfer and convey to the State of Alaska, without reimbursement, any property or interest in property, real or personal, situated in Alaska and as otherwise described in Section 45(a). The provisions of this paragraph shall not be construed to affect the authority delegated to the Secretary of the Interior by Executive Order No. 10857 of December 29, 1959, with respect to the transfer and conveyance of property described in Section 2 of that order."

LYNDON B. JOHNSON

THE WHITE HOUSE,
August 1, 1964.

[F.R. Doc. 64-7917; Filed, Aug. 3, 1964; 4:52 p.m.]

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[1] 3 CFR, 1954-1958 Comp., p. 189; 19 F.R. 2709.

Rules and Regulations

Title 7—AGRICULTURE

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

PART 965—TOMATOES GROWN IN THE LOWER RIO GRANDE VALLEY OF TEXAS

Approval of Expenses and Rate of Assessment

Notice of rule making regarding the proposed expenses and rate of assessment, to be made effective under Marketing Order No. 965 (7 CFR 965), regulating the handling of tomatoes grown in the counties of Cameron, Hidalgo, Starr, and Willacy in Texas, was published in the FEDERAL REGISTER May 26, 1964 (29 F.R. 6874). This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.). The notice afforded interested persons an opportunity to file data, views, or arguments pertaining thereto, not later than 7 days after publication in the FEDERAL REGISTER. None was filed.

After consideration of all relevant matters presented it is hereby determined that:

§ 965.206 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred by the Texas Valley Tomato Committee, established pursuant to Marketing Order No. 965, for its maintenance and functioning, and for such other purposes as the Secretary determines to be appropriate, during the fiscal period ending July 31, 1964, will amount to $22,000.00.

(b) The rate of assessment to be paid by each handler pursuant to Marketing Order No. 965 shall be one-half cent ($0.005) per 40-pound crate of tomatoes, or the equivalent quantity thereof in other containers, handled by him as the first handler thereof during said fiscal period.

(c) The terms used in this section shall have the same meaning as when used in Marketing Order No. 965 (7 CFR Part 965).

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003) in that: (1) the relevant provisions of said marketing agreement and this part require that rates of assessment fixed for a particular fiscal period shall be applicable to all assessable tomatoes from the beginning of such period and (2) the current fiscal period began on August 1, 1963, and the rate of assessment herein fixed will automatically apply to all assessable tomatoes beginning with such date.

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

Dated: July 31, 1964.

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

[F.R. Doc. 64-7841; Filed, Aug. 4, 1964; 8:51 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 63-SW-119]

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

Alteration of Federal Airways and Control Area Extension

On February 11, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 2352) stating that the Federal Aviation Agency was considering amendments to Part 71 [New] of the Federal Aviation Regulations which would alter VOR Federal airway No. 62 from Lubbock, Tex., to Abilene, Tex., and alter the Abilene control area extension by substituting a line 5 miles north of and parallel to the Lubbock 101° True radial and 5 miles northeast of and parallel to the Abilene 327° True radial for Victor 62 in the control area description.

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

Subsequent to publication of the notice, it was determined that if Victor 62 is realigned as proposed herein, there will no longer be a requirement for the segment of the Abilene control area extension based on the Abilene VOR 327° radial and extending to 69 miles from the VOR. However, it was determined that there was a requirement for a segment of airspace within 8 miles west of the Abilene VOR 344° radial extending from the VOR to 46 miles from the VOR to protect formation departures from Dyess AFB until they reach the continental control area. Such additional alteration of the Abilene control area extension is taken herein.

Since these changes are minor in nature and will reduce the burden on the public, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 [New] of the Federal Aviation Regulations is amended effective 0001 e.s.t., September 17, 1964, as hereinafter set forth.

1. Section 71.123 (29 F.R. 1009, 5786) is amended as follows:

In V-62 "INT of Lubbock 101° and Abilene, Tex., 327° radials; Abilene;" is deleted and "Abilene, Tex.;" is substituted therefor.

2. Section 71.165 (29 F.R. 1073) is amended as follows:

In the Abilene, Tex.; control area extension "on the W and SW by V-62; the airspace NW of Abilene 8 miles SW of and 5 miles NE of the Abilene VOR 327° radial extending from the VOR to 69 miles NW of the VOR;" is deleted and "on the SW by a line 5 miles NE of the Lubbock VOR 101° and the Abilene VOR 327° radials; the airspace NW of Abilene within 8 miles W of the Abilene VOR 344° radial extending from the VOR to 46 miles NW;" is substituted therefor.

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

Issued in Washington, D.C., on July 29, 1964.

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

[F.R. Doc. 64-7761; Filed, Aug. 4, 1964; 8:45 a.m.]

[Airspace Docket No. 64-WA-37]

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

Addition of Federal Airway

On July 14, 1964, Federal Register Document 64-6943 was published in the FEDERAL REGISTER (29 F.R. 9533) and in part designated VOR Federal airway No. 805 Southbound from Solberg, N.J., to Jacksonville, Fla., to become effective 0001 e.s.t. September 17, 1964. This airway was designated via the alignment of the preferred route from Newark, N.J., to Jacksonville. Subsequent to publication of the amendment, air traffic control requirements have dictated a change in this preferred route. Action is taken herein to alter Victor 805 accordingly.

Since this action is minor in nature and imposes no undue burden on any person, notice and public procedure hereon are unnecessary and the effective date as originally adopted may be retained.

In consideration of the foregoing, effective immediately, Federal Register Document 64-6943 (29 F.R. 9533) Item 1., d., is amended to read:

V-805 Southbound is added as follows:

V-805 Southbound from Solberg, N.J., via West Chester, Pa.; New Castle, Del.; Kenton, Del.; INT Kenton 217° and Salisbury, Md., 340° radials; Salisbury; Snow Hill, Md.; Cape Charles, Va.; Norfolk, Va.; Cofield, N.C.; Kinston, N.C.; Wilmington, N.C.; Myrtle Beach, S.C.; Charleston, S.C.; Savannah, Ga.; Brunswick, Ga.; to Jacksonville, Fla.

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

Issued in Washington, D.C. on July 29, 1964.

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

[F.R. Doc. 64-7762; Filed, Aug. 4, 1964; 8:45 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 6113; Amdt. 781]

PART 507—AIRWORTHINESS DIRECTIVES

Boeing Models 707/720 Series Aircraft

Amendment 733, 29 F.R. 6774, AD 64-12-1, requires modification of the thrust reverser directional control valve cam and rocker arm assemblies in the throttle control system on Boeing Models 707 and 720 Series aircraft equipped with Pratt & Whitney JT3D turbo fan engines. It has subsequently been determined that bracket assembly P/N 65-11882 should be deleted from paragraph (b) (3) (i) and added to paragraph (b) (3) (ii) so that it will permit operators to use an existing part without rework in complying with the AD. Accordingly, Amendment 733 is being so revised.

Since this amendment is relieving in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is amended as follows:

Amendment 733, 29 F.R. 6774, AD 64-12-1, Boeing Models 707 and 720 Series aircraft, is amended by changing paragraphs (b) (3) (i) and (b) (3) (ii) to read:

(i) Cam assemblies P/N 65-18225-2, -3, and 65-27438-3, all reworked per Service Bulletin No. 1931 must be used with bracket assembly P/N's 65-11882-2 or -4 or P/N 65-11882 reworked per Service Bulletin No. 1659(R-1).

(ii) Cam assembly P/N 65-18225-1 reworked per Service Bulletin No. 1931 must be used with bracket P/N's 65-11882, -2, or -4 or P/N 65-11882 reworked per Service Bulletin No. 1659(R-1).

This amendment shall become effective August 5, 1964.

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

Issued in Washington, D.C., on July 30, 1964.

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

[F.R. Doc. 64-7763; Filed, Aug. 4, 1964; 8:45 a.m.]

[Reg. Docket No. 6108; Amdt. 780]

PART 507—AIRWORTHINESS DIRECTIVES

de Havilland Model DHC-2 Series Aircraft

Pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), an airworthiness directive was adopted on July 23, 1964, and made effective immediately as to all known United States operators of de Havilland Model DHC-2 Series aircraft. The directive requires inspection for cracks in the wing lift strut upper fitting.

Since it was found that immediate corrective action was required, notice and public procedure thereon was impracticable and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known U.S. operators of de Havilland Model DHC-2 aircraft by individual telegrams dated July 23, 1964. These conditions still exist and the airworthines directive is hereby published in the FEDERAL REGISTER as an amendment to § 507.10(a) of Part 507 (14 CFR Part 507), to make it effective as to all persons.

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

Compliance required as indicated.

Conduct the following inspection before further flight after the effective date of this AD, unless already accomplished within the last 100 hours' time in service and thereafter within every 100 hours' time in service from the last inspection.

(a) Detach each wing lift strut assembly from its wing upper lift strut fitting. Using a dye penetrant method with at least a 10-power glass or an FAA approved equivalent inspection, inspect the lift strut upper fitting for cracks particularly at the following locations:

(1) In the area of the bolt hole,

(2) At the ⅛-inch radius junction of the lug to the attachment flanges, and

(3) In the area of the first row of fitting attachment rivets.

(b) If cracks are found, before further flight replace the strut assembly with an assembly of the same part number or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(c) Ferry flights under CAR 1.76 are not permitted.

This amendment shall become effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegram dated July 23, 1964.

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

Issued in Washington, D.C., on July 30, 1964.

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

[F.R. Doc. 64-7764; Filed, Aug. 4, 1964; 8:45 a.m.]

[Reg. Docket No. 6112; Amdt. 779]

PART 507—AIRWORTHINESS DIRECTIVES

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

Amendment 741, 29 F.R. 7238, AD 64-12-3, as revised by Amendment 764, 29 F.R. 9325, requires repetitive inspections of the wing spars on Douglas Models A-26B and A-26C Series aircraft. The AD provides for discontinuance of the inspections when adequate modifications are made in accordance with technical data approved by the Chief, Aircraft Engineering Division, FAA Western Region. Modifications have now been approved which, when incorporated, eliminate the need for the repetitive inspections. Accordingly, Amendment 741, as revised by Amendment 764, is being further revised to include this information.

Since this amendment is informational and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is amended as follows:

Amendment 741, 29 F.R. 7238, AD 64-12-3, as revised by Amendment 764, 29 F.R. 9325, Douglas Models A-26B and A-26C Series aircraft, is further revised by adding after paragraph (c) the following Note:

NOTE: An approved modification is described by technical data listed in STC No. SA692WE, revised July 1, 1964, issued to the On Mark Engineering Company, Van Nuys, California.

This amendment shall become effective August 5, 1964.

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

Issued in Washington, D.C., on July 29, 1964.

GEORGE H. WEITZ,
Acting Director, Flight Standards Service.

[F.R. Doc. 64-7765; Filed, Aug. 4, 1964; 8:46 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of International Commerce, Department of Commerce

SUBCHAPTER B—EXPORT REGULATIONS

[9th Gen. Rev. of Export Regs., Amdt. 90]

PART 371—GENERAL LICENSES

Miscellaneous Amendments

§ 371.3 [Amended]

1. Section 371.3 *General License country groups*, paragraph (a) *Grouping of countries*, subparagraph (2) is amended by deleting "Rumania" from the list of countries and adding the following note at the end of subparagraph (2):

NOTE: The revision of the Export Regulations with respect to Rumania made by Amendment No. 90 to the Ninth General Revision of the Export Regulations (and announced in Current Export Bulletin No. 898 dated July 14, 1964), shall not affect outstanding denial or probation orders issued pursuant to Parts 381 and 382 of the Export Regulations insofar as such orders specifically prohibit or restrict participation in the exportation or reexportation of commodities or technical data to Rumania or to "Subgroup A" countries or destinations. The term "Subgroup A", as used in any such order, shall continue to have the scope and mean-

ing which it had at the time the order was entered.

2. Section 371.8 *General License GRO; shipments of non-Positive List commodities*, paragraph (a) *Scope of license* is amended to read as follows:

§ 371.8 General License GRO; Shipments of Non-Positive List Commodities.

(a) *Scope of license.* A general license designated GRO is hereby established, authorizing the exportation to all destinations of all commodities not included on the Positive List of Commodities (§ 399.1 of this ch.), subject to the other provisions set forth in this section,[1] except that:

(1) No exportations may be made under this general license to Hong Kong, Macao, a Subgroup A destination, or Cuba;

(2) No exportations of the commodities listed in § 371.52 may be made under this general license to Poland (including Danzig) or Rumania; and

(3) No exportations of inbred corn seed, except sweet corn seed (Schedule B No. 10317); inbred grain sorghum seed (Schedule B No. 10350); or inbred sweet corn seed (Schedule B No. 24690) may be made under this general license to Rumania.

NOTE: Gift parcels containing commodities not on the Positive List may be shipped under General License GRO except as indicated in § 371.8(a). Any commodity on the Positive List requires a validated license for export, even though intended as a gift, unless exportable under one of the other general licenses such as GO (see § 371.7), or GLV (see § 371.10).

* * * * *

§ 371.52 [Amended]

3. Section 371.52 Supplement 2 is retitled *"Supplement 2; Commodities destined to Poland (including Danzig) or Rumania which are excepted from General License GRO"* and the following entries are added to the list of commodities:

Schedule B No.	Commodity description
78591	Beet harvesters, 4-row and larger.
78703	Field hay-wafering or pelletizing machines, and any machines designed for similar operations.
53370	Catalysts usable in petroleum and chemical processing operations.
61995	
65475	
66429	
69299	
82385	
82999	
83098	
83299	
83390	
83622	
83799	
83979	
83990	

This amendment shall become effective as of July 14, 1964.

(Sec. 3, 63 Stat. 7; 50 U.S.C. App. 2023; E.O. 10945, 26 F.R. 4487; EO. 11038, 27 F.R. 7003)

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

[F.R. Doc. 64-7809; Filed, Aug. 4, 1964; 8:48 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

SUBCHAPTER D—TRADE REGULATION RULES

PART 404—DECEPTIVE ADVERTISING AND LABELING AS TO SIZE OF TABLECLOTHS AND RELATED PRODUCTS

The Federal Trade Commission, pursuant to the Federal Trade Commission Act, as amended, 15 U.S.C. 41, et seq., and the provisions of Subpart F, Part 1 of the Commission's procedures and rules of practice, 28 F.R. 7083-84 (July 1963), has conducted a proceeding for the promulgation of a trade regulation rule regarding deception as to the size or dimensions of tablecloths. Notice of this proceeding, including a proposed rule, was published in the FEDERAL REGISTER on December 18, 1963 (28 F.R. 13793). Interested parties were thereafter afforded opportunity to participate in the proceeding through the submission of written data, views, and arguments and to appear and orally express their views as to the proposed rule and to suggest amendments, revisions, and additions thereto.

Pursuant to request that the application of the final rule in this matter be extended to items related to tablecloths, such as doilies, table mats, dresser scarves, place mats, napkins and tea sets, a second notice was published in the FEDERAL REGISTER on May 26, 1964 (29 F.R. 6891) affording interested parties opportunity to submit written data, views, and arguments concerning the proposed extension of the final rule.

The Commission has now considered all matters of fact, law, policy, and discretion, including the views and arguments presented by interested parties in the proceeding in response to the notices of December 18, 1963, and May 26, 1964, and has determined that the Trade Regulation Rule and statement of its basis and purpose set forth herein is in the public interest and should be adopted.

Sec.
404.1 Deceptive use of the term "cut size."
404.2 Request for tolerance in stating finished sizes.
404.3 The rule.

AUTHORITY: The provisions of this Part 404 issued under 38 Stat. 717, as amended; 15 U.S.C. 41-58.

§ 404.1 Deceptive use of the term "cut size."

The record in this proceeding shows that many marketers of tablecloths and related products use the term "cut size" to designate the dimensions of their products but do not disclose the finished sizes thereof. It is further shown that the cut sizes, i.e., the dimensions of the material used in making tablecloths and related products before hemming and finishing, are usually larger than the completed or finished sizes thereof. The record also shows that to many consumers the size marked on a tablecloth or related product means the actual size of the finished product and that this meaning is not dispelled by the words "cut size" alone without a disclosure of the finished size identified as such. Upon consideration of the entire matter, including the Commission's accumulated experience in matters involving the unqualified use of the term "cut size", the Commission has concluded that use of the "cut size" alone to designate sizes of tablecloths and related products, has the capacity and tendency to mislead consumer purchasers into believing that such size represents the actual dimensions of the finished product.

§ 404.2 Request for tolerance in stating finished sizes.

The Commission also has carefully considered requests of affected parties for a rule provision which would establish a tolerance in stating the finished sizes of their products. It was asserted that manufacturers of these products are unable to control the exact finished sizes thereof due to variations inherent in the manufacturing and processing operations, as well as to the varying characteristics of different materials used in the manufacture of such products. The primary purpose of this rule is to prevent deception of consumers as to the size of tablecloths and related products. To permit a substantial deviation from the designated size in the form of a tolerance would not be consistent with this purpose. In applying the rule, however, allowance will be made for minor deviations from the stated finished size which are unavoidable despite the exercise of due care.

§ 404.3 The rule.

(a) On the basis of the foregoing, the Commission concludes that the practice

[1] The Export Regulations provide that commodities may not be supplied under any general license for use on a vessel or aircraft departing from the United States, unless such exportation is authorized under General License SHIP STORES or PLANE STORES. (See pars. 371.2(c)(2), 371.13(a) and 371.13(b).)

of selling tablecloths and related products in commerce, as "commerce" is defined in the Federal Trade Commission Act, marked as to "cut size," i.e., the dimensions of the material used in making such products, without disclosing the size of the finished products, (1) has the capacity and tendency (i) to mislead and deceive purchasers into believing that the "cut size" represents the actual dimensions of the finished products, whereas the finished sizes of such products are in fact usually smaller than the "cut size" of the materials from which they are made, a matter of importance to the consumer, and (ii) to divert business from competitors who clearly disclose the finished size of their products, and that, therefore, (2) this practice constitutes an unfair method of competition in commerce, and an unfair and deceptive act or practice in commerce, in violation of Section 5 of the Federal Trade Commission Act. The Commission further concludes that the public interest in preventing this practice is specific and substantial.

(b) Accordingly, for the purpose of preventing such unlawful practice, the Commission hereby promulgates, as a Trade Regulation Rule, its conclusions and determination that in connection with the sale or offering for sale of tablecloths and related products such as doilies, table mats, dresser scarves, place mats, table runners, napkins and tea sets, in commerce, as "commerce" is defined in the Federal Trade Commission Act, any representation of the "cut size" or the dimensions of materials used in the construction of tablecloths and related products in advertising, labeling, marking or otherwise, constitutes an unfair method of competition and an unfair and deceptive act or practice, unless—

(1) such "cut size" dimensions are accompanied by the words "cut size"; and

(2) the "cut size" is accompanied by a clear and conspicuous disclosure of the dimensions of the finished products and by an explanation that such dimensions constitute the finished size.

Example. An example of proper size marking when the product has a finished size of 50" x 68" and a cut size of 52" x 70", and disclosure is made of the cut size, is—"Finished size 50" x 68"; Cut size 52" x 70"."

Effective date of the rule. The Commission has carefully considered requests by affected parties that a reasonable period of time be allowed after promulgation to afford them opportunity to bring their labeling, packaging, and advertising into conformity with the provisions of the rule. Accordingly, with respect to all forms of advertising, labeling, packaging, and sales promotional material the rule will become effective on February 1, 1965.

Adopted: July 21, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary.*

[F.R. Doc. 64-7767; Filed, Aug. 4, 1964; 8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER C—DRUGS

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

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

Sodium Oxacillin for Oral Solution

Under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR 2.90; 29 F.R. 471), the regulations for penicillin and penicillin-containing drugs (21 CFR Parts 141a, 146a) are amended as hereinafter set forth to provide for tests and methods of assay and certification of sodium oxacillin for oral solution.

1. Part 141a is amended by adding thereto the following new section:

§ 141a.117 Sodium oxacillin for oral solution.

(a) *Potency.* Reconstitute the drug as directed in the labeling. Place an accurately measured aliquot (usually a single dose) in a 250-milliliter volumetric flask and dilute to volume with 1 percent potassium phosphate buffer, pH 6.0. Mix well and proceed as directed in § 141a.104(a) (1) or (2). Its potency is satisfactory if it contains not less than 90 percent of the number of milligrams of oxacillin that it is represented to contain.

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

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

2. Part 146a is amended by adding thereto the following new section:

§ 146a.1 Sodium oxacillin for oral solution.

(a) *Standards of identity, strength, quality, and purity.* Sodium oxacillin for oral solution is a mixture of sodium oxacillin with one or more suitable colorings, flavorings, buffer substances, and preservatives. When reconstituted as directed in the labeling, it contains 50 milligrams of oxacillin per milliliter. Its moisture content is not more than 1.0 percent. The pH of the solution, when reconstituted as directed in its labeling, is not less than 5.0 and not more than 7.5. The sodium oxacillin used conforms to the standards prescribed by § 146a.12(a) (1), (4), (5), (6), and (7). Each other substance used, if its name is recognized in the U.S.P. or N.F., conforms to the standards prescribed therefor by such official compendium.

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

(c) *Labeling.* In addition to the labeling requirements prescribed by § 1.106 (b) of this chapter (regulations issued under section 502(f) of the act), each package shall bear on its label and labeling, as hereinafter indicated, the following:

(1) On the outside wrapper or container and the immediate container, the statement "Expiration date _____," the blank being filled in with the date that is 12 months after the month during which the batch was certified.

(2) On the immediate container, the statement "When stored at room temperature discard unused portion after 3 days; when stored in refrigerator discard unused portion after 14 days."

(d) *Request for certification; samples.* (1) In addition to complying with the requirements of § 146.2 of this chapter, a person who requests certification of a batch of sodium oxacillin for oral solution shall submit with his request a statement showing the batch mark, the number of packages of each size in such batch, the date on which the latest assay of the batch was completed, the batch mark and (unless it was previously submitted) the date on which the latest assay of the sodium oxacillin used in making such batch was completed, and a statement that each ingredient used in making the batch conforms to the requirements therefor, if any, by this section.

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

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

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

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

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

(ii) The sodium oxacillin used in making the batch: 10 packages, each containing not less than 300 milligrams, packaged in accordance with the requirements of § 146a.12(b).

(iii) In the case of an initial request for certification, each other substance used in making the batch. One pack-

age of each containing approximately 5 grams.

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

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

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

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

The fees prescribed by subparagraph (1) of this paragraph shall accompany the request for certification unless such fees are covered by an advance deposit maintained in accordance with § 146.8 of this chapter.

This order provides for tests and methods of assay and certification of sodium oxacillin for oral solution, which has been found to be safe and efficacious for use, conditions pertinent to its certification. Since the basic requirements of section 507 of the Federal Food, Drug, and Cosmetic Act have been complied with and since the interests of the public health will be served by making this new dosage form of sodium oxacillin available for use, the requirements for notice and public procedure and delayed effective date are not deemed necessary in this instance.

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

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

Dated: July 29, 1964.

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

[F.R. Doc. 64-7821; Filed, Aug. 4, 1964; 8:49 a.m.]

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER A—INCOME TAX

[T.D. 6750]

PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

Carryover of Method of Accounting and Certain Obligations of the Distributor or Transferor Corporation, Respectively, in Certain Corporate Acquisitions

On December 29, 1960, notice of proposed rule making with respect to regulations under section 381(c)(4) of the Internal Revenue Code of 1954, relating to the carryover of method of accounting in certain corporate acquisitions, was published in the FEDERAL REGISTER (25 F.R. 13909). On December 31, 1960, notice of proposed rule making with respect to regulations under section 381(c)(16) of the Internal Revenue Code of 1954, relating to the carryover of certain obligations of the distributor or transferor corporation in certain corporate acquisitions, was published in the FEDERAL REGISTER (25 F.R. 14039). After consideration of all such relevant matter as was presented by interested persons regarding the rules proposed, the following regulations are adopted.

§ 1.381(c)(4) Statutory provisions; carryovers in certain corporate acquisitions; items of the distributor or transferor corporation; method of accounting.

SEC. 381. *Carryovers in certain corporate acquisitions.* * * *

(c) *Items of the distributor or transferor corporation.* The items referred to in subsection (a) are:

* * * * *

(4) *Method of accounting.* The acquiring corporation shall use the method of accounting used by the distributor or transferor corporation on the date of distribution or transfer unless different methods were used by several distributor or transferor corporations or by a distributor or transferor corporation and the acquiring corporation. If different methods were used, the acquiring corporation shall use the method or combination of methods of computing taxable income adopted pursuant to regulations prescribed by the Secretary or his delegate.

* * * * *

§ 1.381(c)(4)-1 Method of accounting.

(a) *Carryover requirement*—(1) *General rule.* (i) Section 381(c)(4) provides that, in a transaction to which section 381(a) applies, an acquiring corporation shall use the same method of accounting used by the distributor or transferor corporation on the date of distribution or transfer unless different methods of accounting were used on that date by several distributor or transferor corporations or by a distributor or transferor corporation and the acquiring corporation. If different methods of accounting were used, the acquiring corporation shall use the method or combination of methods of accounting adopted pursuant to this section.

(ii) The acquiring corporation shall take into its accounts the dollar balances of those accounts of the distributor or transferor corporation representing items of income or deduction which, because of its method of accounting, were not required or permitted to be included or deducted by the distributor or transferor corporation in computing taxable income for taxable years ending on or before the date of distribution or transfer. The acquiring corporation shall similarly take into its accounts the dollar balances of those accounts of the distributor or transferor corporation which represent reserves in respect of which the distributor or transferor corporation has taken a deduction for taxable years ending on or before the date of distribution or transfer. Items of income and deduction shall have the same character in the hands of the acquiring corporation as they would have had in the hands of the distributor or transferor corporation or corporations if no distribution or transfer had occurred. This section shall have no application to items of income or deduction, or dollar balances, to the extent they are attributable to assets or liabilities not distributed or transferred, and shall have no application to items the tax treatment of which is specifically provided for in other paragraphs of section 381(c). In the case of an obligation of the distributor or transferor corporation which is assumed by the acquiring corporation and which gives rise to a liability (within the meaning of paragraph (a)(4) of § 1.381(c)(16)-1) after the date of distribution or transfer, the deductibility of such an item is determined under this section if it is not deductible under section 381(c)(16) and the regulations thereunder. The amount of the adjustments necessary to reflect a change in accounting method pursuant to this section, the manner in which they are to be taken into account, and the tax attributable thereto shall be determined and computed under section 481 and the regulations thereunder, subject to the rules provided in paragraphs (c) and (d) of this section. Where such change is a change from the accrual to the installment method by a dealer in personal property, section 453(c) and the regulations thereunder apply.

(2) *Rules of application.* For purposes of section 381(c)(4) and this section, the term "method of accounting" shall have the same meaning as that provided under section 446 and the regulations thereunder. This section shall not be construed as preventing the exercise of any election which may be made by the acquiring corporation without consent of the Commissioner, or preventing the application of section 269 or 482, or the regulations thereunder. For provisions defining the date of distribution or transfer, see paragraph (b) of § 1.381(b)-1. See other paragraphs of section 381(c) and the regulations thereunder for other rules regarding the treatment of the carryover of certain items specifically enumerated therein.

(b) *Conditions for continuation of methods of accounting*—(1) *No differences in methods of accounting.* If all the parties to a section 381(a) transaction used the same method of accounting on the date of distribution or transfer, the acquiring corporation shall continue to use such method of accounting, unless the acquiring corporation has obtained the consent of the Commissioner in accordance with paragraph (e) of § 1.446-1 to use a different method of accounting. This subparagraph may be illustrated by the following examples:

Example (1). X Corporation and Y Corporation use the accrual method as their overall method of accounting. Both corporations have established a reserve for bad debts under section 166(c). Pursuant to elections made by each corporation, they are amortizing trademark and trade name expenditures over a 60-month period under section 177, expensing intangible drilling and development costs under section 263(c), and accruing real property taxes ratably under section 461(c). It is assumed that there are

no other items to which paragraph (a) of this section might apply. Y Corporation acquires all of the assets of X Corporation in a transaction to which section 381(a) applies. On and after the date of distribution or transfer Y Corporation must continue, without further election, to use the same overall method of accounting and the same accounting treatment of the specified items, unless consent of the Commissioner is obtained in accordance with paragraph (e) of § 1.446–1 to change the methods of accounting. Thus, Y Corporation shall carry over the balance in X Corporation's reserve for bad debts account, shall continue to amortize and deduct over the remaining portion of the 60-month period the unamortized portion of the trademark and trade name expenditures carried over from X Corporation, and shall continue the same treatment of intangible drilling and development costs and of real property taxes.

Example (2). M Corporation and N Corporation use the cash receipts and disbursements method of accounting. N Corporation acquires all of the assets and assumes all the obligations of M Corporation in a transaction to which section 381(a) applies. M Corporation, immediately prior to the transaction, is entitled to receive $10,000 for unbilled services performed, and has billed but not received payment for services performed in an amount of $20,000. It has received but not paid invoices amounting to $18,000, and has received services in the amount of $5,000 for which no invoices have been received. Since M Corporation and N Corporation are both on the cash receipts and disbursements method, N Corporation must continue to use that method, unless consent of the Commissioner is obtained in accordance with paragraph (e) of § 1.446–1 to change its method of accounting. Accordingly, N Corporation must include in income when received the unrealized receivables of M Corporation and may deduct the payment of those obligations of M Corporation which would have been deductible by such corporation if paid by it. Thus, N Corporation shall treat as ordinary income the receipt by it of M Corporation's $30,000 of receivables, and may deduct upon payment the amount of M Corporation's $23,000 of payables which would have been deductible by it.

Example (3). S Corporation and T Corporation are both publishers and use the accrual method as their over-all method of accounting. Both corporations have elected under section 455 to defer prepaid subscription income to the taxable years during which the liability to furnish the newspaper, magazine, or other periodical exists. T Corporation, in a transaction to which section 381(a) applies, acquires all the assets of S Corporation and assumes the liability of such corporation to furnish or deliver the newspaper, magazine, or other periodical. On and after the date of the transfer, T Corporation must continue, without further election, to use the accrual method as its over-all method of accounting and to defer prepaid subscription income under section 455, unless consent of the Commissioner is obtained in accordance with paragraph (e) of § 1.446–1 to change the method of accounting. T Corporation shall carry over the closing balance of S Corporation's prepaid subscription income account. The principles in this example would be equally applicable if both corporations had been deferring prepaid subscription income under a method permitted by subsection (e) of section 455.

(2) *Separate businesses.* If, after the date of distribution or transfer, the trades or businesses of the parties to a transaction described in section 381(a) are operated as separate and distinct trades or businesses within the meaning of paragraph (d) of § 1.446–1, then the method of accounting employed by the parties to the transaction on the date of distribution or transfer with respect to each trade or business shall be used by the acquiring corporation, unless the acquiring corporation has obtained the consent of the Commissioner in accordance with paragraph (e) of § 1.446–1 to use a different method of accounting, or unless the Commissioner prescribes a different method of accounting under paragraph (b)(1) of § 1.446–1. However, if only a single method of accounting may be employed by a taxpayer with respect to a particular item regardless of the number of separate and distinct trades or businesses operated by such taxpayer, but different methods were employed by the several corporations on the date of distribution or transfer with respect to such item, then the acquiring corporation shall adopt the principal method of accounting determined under paragraph (c) of this section (see subparagraph (2)(iv) thereof) for such item, or the method of accounting determined in accordance with paragraph (d) of this section, whichever is applicable. This subparagraph may be illustrated by the following examples:

Example (1). M Corporation is engaged in a personal service business and uses the cash receipts and disbursements method of accounting. N Corporation is engaged in a retail furniture business and uses the accrual method of accounting. N Corporation acquires the assets of M Corporation in a transaction to which section 381(a) applies. In accordance with paragraph (d) of § 1.446–1, N Corporation operates as a separate and distinct trade or business the personal service business formerly operated by M Corporation. Unless consent of the Commissioner is obtained in accordance with paragraph (e) of § 1.446–1 to change the method of accounting, N Corporation shall continue to use the cash receipts and disbursements method of accounting with respect to the personal service business formerly operated by M Corporation, and shall use the accrual method of accounting with respect to the retail furniture business.

Example (2). Assume the same facts as in example (1), except that M Corporation has elected under section 171 to amortize bond premium with respect to fully taxable bonds. N Corporation has not made the election to amortize bond premium with respect to such bonds owned by it. N Corporation may not continue separate accounting methods as to amortizable bond premium but must consistently apply only a single method of accounting with respect to such bond premium since the election to amortize bond premium applies to all fully taxable bonds held by the taxpayer. N Corporation shall use the principal method of accounting determined under paragraph (c) of this section for such bond premium, unless it is determined in accordance with paragraph (d) of this section that a different method of accounting is to be used. However, if such principal or different method of accounting is not to amortize bond premium N Corporation is not precluded from making a new election to the extent permitted by section 171.

(3) *Integrated businesses.* (i) If, after the date of distribution or transfer, any of the trades or business of the parties to a transaction described in section 381(a) are not operated as separate and distinct trades or businesses within the meaning of paragraph (d) of § 1.446–1, then, to the extent that the same methods of accounting were employed on the date of distribution or transfer by the parties to the transaction with respect to any trades or businesses which are integrated or are required to be integrated in accordance with section 446(d) and the regulations thereunder, the acquiring corporation shall continue to employ such methods of accounting, unless the acquiring corporation has obtained the consent of the Commissioner in accordance with paragraph (e) of § 1.446–1 to use a different method of accounting, or unless the Commissioner prescribes a different method of accounting under paragraph (b)(1) of § 1.446–1.

(ii) If, after the date of distribution or transfer, any of the trades or businesses of the parties to a transaction described in section 381(a) are not operated as separate and distinct trades or businesses within the meaning of paragraph (d) of § 1.446–1, then, to the extent that different methods of accounting were employed on the date of distribution or transfer by the parties to the transaction with respect to any trades or businesses which are integrated or required to be integrated in accordance with section 446(d) and the regulations thereunder, this paragraph shall not apply and the acquiring corporation shall adopt the principal method of accounting determined under paragraph (c) of this section, or the method of accounting determined in accordance with paragraph (d) of this section, whichever is applicable.

(iii) The provisions of this subparagraph may be illustrated by the following examples:

Example (1). M Corporation and N Corporation both use the accrual method as an overall method of accounting. M Corporation has established a reserve for bad debts while N Corporation uses the specific charge-off method with respect to its bad debts. N Corporation acquires all of the assets of M Corporation in a transaction to which section 381(a) applies and integrates the business formerly operated by M Corporation into the business operated by N Corporation before the date of distribution or transfer. N Corporation shall continue to use the accrual method as its overall method of accounting, unless consent of the Commissioner is obtained in accordance with paragraph (e) of § 1.446–1 to change its method of accounting. N Corporation shall use the principal method of accounting determined under paragraph (c) of this section with respect to bad debts, or the method of accounting determined in accordance with paragraph (d) of this section, whichever is applicable.

Example (2). X Corporation conducts two separate and distinct trades or businesses, a personal service business with respect to which the cash receipts and disbursements method of accounting is used and a manufacturing business with respect to which the accrual method of accounting is used. Y Corporation conducts a manufacturing business and uses the accrual method of accounting. Y Corporation acquires all of the assets of X Corporation in a transaction to which section 381(a) applies. After the date of distribution or transfer, Y integrates the manufacturing business formerly operated by X Corporation into the manufacturing business operated by it and continues to operate as a separate and distinct trade or business the personal service business formerly operated by X Corporation. Unless consent of the Commissioner is obtained in accordance with paragraph (e) of § 1.446–1 to change the method of accounting, Y Corporation shall continue to use the accrual method of ac-

counting with respect to the integrated manufacturing business and shall continue to use the cash receipts and disbursements method of accounting with respect to the personal service business.

(4) *Rules of application.* In any case where the method of accounting employed on the date of distribution or transfer is continued, it will be unnecessary for the acquiring corporation to renew any election previously made by it or by any distributor or transferor corporation with respect to such method of accounting. Also, the acquiring corporation is bound by any election previously made by it or by any distributor or transferor corporation with respect to such method of accounting which is in effect on the date of distribution or transfer to the same extent as though the distribution or transfer had not occurred. If, on the date of distribution or transfer, any party to a section 381(a) transaction had no established method of accounting for any item, or came into existence as a result of the transaction, such party shall not be considered to be using a method of accounting for such item or having an overall method of accounting different from that used by the other parties to the transaction. Where under other sections of the Internal Revenue Code or regulations thereunder a taxpayer is permitted to elect a method of accounting on a project-by-project, job-by-job, or other similar basis (such as the election to charge taxes and carrying charges to capital account under § 1.266-1), that method elected with respect to each project or job shall be deemed to be an established method of accounting only for the project or job for which it is elected. Accordingly, unless two or more of the parties were working on the same project or job and were using different methods of accounting for such project or job before the date of distribution or transfer, the method of accounting previously elected for each project or job must be continued.

(c) *Change of method of accounting without consent of Commissioner*—(1) *General rule.* If the acquiring corporation may not continue to use, under the provisions of paragraph (b) of this section, the method of accounting used by it or the distributor or transferor corporation or corporations on the date of distribution or transfer, the acquiring corporation shall use the principal method of accounting of such corporation (as determined under subparagraph (2) of this paragraph), provided that (i) such method of accounting clearly reflects the income of the acquiring corporation, and (ii) the use of such method is not inconsistent with the provisions of any closing agreement entered into under section 7121 and the regulations thereunder. If the principal method of accounting does not meet these requirements, or if there is no principal method of accounting, see subdivision (i) of paragraph (d)(1) of this section. If the acquiring corporation wishes to use a method of accounting other than the principal method of accounting, see subdivision (ii) of paragraph (d)(1) of this section. Whenever this paragraph applies, the increase or decrease in tax resulting from the change from the method of accounting previously used by any of the corporations involved shall be taken into account by the acquiring corporation. The adjustments necessary to reflect such change and such increase or decrease in tax shall be determined and computed in the same manner as if on the date of distribution or transfer each of the several corporations whose method or methods of accounting are required to be changed in accordance with this section had initiated a change in accounting method. In addition, the acquiring corporation shall take into account the portion of such adjustments which is attributable to pre-1954 Code years to the extent not taken into account by any of the other corporations in accordance with the rules provided in section 481(b)(4) and this paragraph. If the principal method of accounting is adopted under this paragraph, it will be unnecessary for the acquiring corporation to renew any election previously made by it or by any distributor or transferor corporation with respect to such principal method of accounting. Also, in such event, the acquiring corporation is bound by any election previously made by it or by any distributor or transferor corporation with respect to such principal method of accounting which is in effect on the date of distribution or transfer to the same extent as though the distribution or transfer had not occurred.

(2) *Principal method of accounting.* (i) The determination of the principal method of accounting shall be made with respect to each integrated trade or business operated by the acquiring corporation immediately after the date of distribution or transfer, except with respect to items for which only a single method of accounting may be used by any one taxpayer. See subdivision (iv) of this subparagraph. Such determination for an integrated trade or business shall be made by reference to the methods of accounting used immediately preceding the date of distribution or transfer by each of the component trades or businesses which now constitute the integrated trade or business of the acquiring corporation. The method of accounting for items other than those for which special methods of accounting are provided under chapter 1 of the Code and the regulations thereunder (see § 1.446-1(c)(1)(iii)) shall be governed by the principal overall method determined for such trade or business under subdivision (ii) of this subparagraph. The method of accounting for items for which special methods of accounting are provided under chapter 1 of the Code and the regulations thereunder shall be determined under subdivision (iii) of this subparagraph.

(ii) The principal overall method of accounting of an integrated trade or business is determined by making a comparison of—

(*a*) The total of the adjusted bases of the assets (determined under section 1011 and the regulations thereunder) immediately preceding the date of distribution or transfer, and

(*b*) The gross receipts for a representative period (ordinarily the most recent period of 12 consecutive calendar months ending on or prior to the date of distribution or transfer)

of the component trades or businesses which are integrated or are required to be integrated. If more than one component trade or business used the same overall method, then such total assets and gross receipts of each of the component trades or businesses shall be aggregated and compared with the aggregate of such total assets and gross receipts of other component trades or businesses which used a different overall method. If this comparison shows that the one or more component trades or businesses (using a common overall method of accounting) having the greatest total of the adjusted bases of assets also has the greatest amount of gross receipts, then the overall method of accounting of such one or more component trades or businesses shall be the principal overall method of accounting. If this comparison shows that the one or more component trades or businesses (using a common overall method of accounting) having the greatest total of the adjusted bases of assets does not also have the greatest amount of gross receipts, then there is no principal overall method of accounting, and the acquiring corporation shall request the Commissioner to determine the appropriate overall method of accounting for such integrated trade or business in accordance with paragraph (d) of this section.

(iii) The principal method of accounting for an item for which a special method or methods of accounting are provided under chapter 1 of the Code and the regulations thereunder is determined by comparing the amounts of such item and related accounts for the component trades or businesses in accordance with the principles of subdivision (ii) of this subparagraph. Thus, for example, in the case of bad debts, trades or businesses which are components of the integrated trade or business and which had been using the reserve method of accounting will be compared with the other component trades or businesses which had been using the specific charge-off method of accounting. In such a case, the following factors would ordinarily be used in determining the principal method of accounting for bad debts: (*a*) Sales on account for the most recent period of 12 consecutive calendar months ending on or prior to the date of distribution or transfer, (*b*) accounts receivable immediately before the date of distribution or transfer, and (*c*) the amount of debts which became worthless within the meaning of section 166(a) and the regulations thereunder during the most recent period of 12 consecutive calendar months ending on or prior to the date of distribution or transfer. If this comparison shows that the one or more component trades or businesses using the same method of accounting with respect to bad debts have the greater amounts of such sales, accounts receivable, and bad debts, then the method of accounting with respect to bad debts for such one or more component trades or businesses shall be the principal method of accounting. If such comparison shows that the

one or more component trades or businesses using the same method of accounting with respect to bad debts do not have the greater amounts of all of such items, then there is no principal method of accounting with respect to bad debts, and the acquiring corporation shall request the Commissioner to determine the appropriate method of accounting for bad debts for such integrated trade or business in accordance with paragraph (d) of this section.

(iv) If a single method of accounting must be employed by a taxpayer with respect to a particular item regardless of the number of separate and distinct trades or businesses operated by the taxpayer, the principal method of accounting for such item shall be determined by comparing the aggregate amount of the item and related accounts for all the parties to the transaction using a common method, with the aggregate amount of the item and related accounts for those parties to the transaction which use a different common method. The method of accounting of the party having the greatest aggregate amount of such item and related accounts shall be the principal method of accounting for such item.

(3) *Examples.* The provisions of this paragraph may be illustrated by the following examples:

Example (1). M Corporation, which commenced business in 1955, uses the cash receipts and disbursements method of accounting, while N Corporation uses the accrual method. On June 30, 1961, N Corporation acquires all of the assets of M Corporation in a transaction to which section 381(a) applies. N Corporation then integrates its own business with that of M Corporation. Immediately prior to the transfer the total of the adjusted bases of the assets of N Corporation was greater than that of M Corporation, and for the 12-month period ending on June 30, 1961, the gross receipts of N Corporation were greater than those of M Corporation. Under such circumstances, the accrual method of accounting is the principal over-all method of accounting and N Corporation shall use such method for the integrated business, provided it clearly reflects income, unless consent of the Commissioner is obtained in accordance with paragraph (d) of this section to use a different method of accounting. Except as to items for which N Corporation had no established method of accounting and items for which a special method of accounting is provided under chapter 1 of the Code and the regulations thereunder, all adjustments necessary to place the accounts of M Corporation on the accrual method shall be made in accordance with section 481. Any increase or decrease in tax resulting from such adjustments shall be taken into account by N Corporation. Such adjustments and such increase or decrease in tax shall be determined and computed in the same manner as if M Corporation had initiated a change in method of accounting on June 30, 1961.

Example (2). Assume the same facts as in example (1) except that the gross receipts of M Corporation were greater than those of N Corporation for the 12-month period ending on June 30, 1961. N Corporation must, under such circumstances, request the Commissioner to determine the appropriate overall method of accounting, in accordance with the provisions of paragraph (d) of this section. The necessary adjustments to be made by the corporation whose method of accounting is changed shall be made in accordance with section 481 to place the integrated business on the method so adopted. Any increase or decrease in tax resulting from such adjustments shall be taken into account by N Corporation. Such adjustments and such increase or decrease in tax shall be determined and computed in the same manner as if the corporation whose method is changed had initiated a change in method of accounting on June 30, 1961.

Example (3). Assume the same facts as in example (1). Assume further that M Corporation's deduction for wages and salaries for the 12 calendar months ending on June 30, 1961, is larger than N Corporation's deduction for wages and salaries for such period. Since wages and salaries is not an item for which a special method of accounting is provided under chapter 1 of the Code or the regulations thereunder, the necessary adjustments shall be made in accordance with section 481 to place the wages and salary account of M Corporation on the accrual method of accounting, provided such accrual method clearly reflects income, unless consent of the Commissioner is obtained in accordance with paragraph (d) of this section to use a different method of accounting. Any increase or decrease in tax resulting from such adjustments shall be taken into account by N Corporation. Such adjustments and such increase or decrease in tax shall be determined and computed in the same manner as if M Corporation had initiated a change in method of accounting on June 30, 1961.

Example (4). Assume the same facts as in example (1). Assume further that M Corporation used the specific charge-off method with respect to bad debts, and that N Corporation has established a reserve for bad debts. M Corporation's sales on account and bad debts for the 12 calendar months ending June 30, 1961, were larger than those of N Corporation. Also M Corporation's accounts receivable immediately prior to June 30, 1961, were larger than those of N Corporation. Since the method of accounting for bad debts is a special method of accounting under section 166, M Corporation's method of accounting for bad debts is the principal method of accounting for such item. Assuming such method clearly reflects income, appropriate adjustments shall be made in accordance with section 481 to the accounts of N Corporation to place N Corporation on the specific charge-off method with respect to all of its bad debts, as if N Corporation had initiated a change in method of accounting on June 30, 1961, and N Corporation shall include the amount of its reserve for bad debts in gross income, unless consent of the Commissioner is obtained in accordance with paragraph (d) of this section to use a different method of accounting.

Example (5). Assume the same facts as in example (1) except that M Corporation commenced business in 1945. In addition, assume that N Corporation is a calendar-year taxpayer and that of the total amount of the adjustments required by section 481 to place the accounts of M Corporation on the accrual method $40,000 is attributable to pre-1954 Code years as described in section 481(b)(4) and the regulations thereunder. Assume further that M Corporation does not elect, under section 481(b)(6), to take the $40,000 portion of the adjustments into account in the manner described in section 481(b) (1) or (2). In computing the increase in tax of M Corporation attributable to the $40,000 portion of the adjustment for the fiscal year ended June 30, 1961, only one-tenth, or $4,000, will be taken into account. The resulting increase in tax shall be taken into account by N Corporation. The remaining nine-tenths of the $40,000 portion of the adjustments, or $36,000, shall be taken into account by N Corporation in the amount of $4,000 in each of the calender years 1962 through 1970.

(d) *Change of method of accounting with consent of Commissioner*—(1) *General rule.* (i) If the acquiring corporation may not continue to use, under paragraph (b), the method of accounting used by it or the distributor or transferor corporation or corporations on the date of distribution or transfer, and may not under paragraph (c) use the principal method of accounting, or, if there is no principal method of accounting, then the Commissioner shall determine the appropriate method or combination of methods of accounting to be used.

(ii) If an acquiring corporation wishes to use a method or combination of methods of accounting other than the principal method of accounting which is required to be used by paragraph (c) of this section, it shall apply to the Commissioner for permission to use such other method or combination of methods of accounting. Permission to use such other method or combination of methods of accounting will not be granted unless the acquiring corporation and the Commissioner agree to the terms, conditions, and adjustments under which the change to such method or combination of methods will be effected.

(iii) The increase or decrease in tax resulting from the change from the method of accounting previously used by any of the corporations involved shall be taken into account by the acquiring corporation. The adjustments necessary to reflect such change and such increase or decrease in tax shall be determined and computed in the same manner as if, on the date of distribution or transfer, each of the several corporations that were not using the method or combination of methods of accounting adopted pursuant to subdivision (i) or (ii) of this subparagraph had initiated a change in accounting method.

(2) *Time and manner of making application.* Applications under subparagraph (1) of this paragraph for permission to use a method of accounting or requests for determination of the method of accounting to be used shall be filed with the Commissioner of Internal Revenue, Attention: T:R, Washington, D.C., 20224, not later than 90 days after the date of distribution or transfer, except that in cases where the date of distribution or transfer occurs before August 5, 1964, such applications or requests shall be filed not later than November 3, 1964. The application shall be accompanied by a copy of the statement described in paragraph (b)(3) of § 1.381(b)–1, and by a statement specifying the nature of the transaction which causes section 381 to apply; the difference in accounting methods used by the corporations concerned; the method or methods of accounting proposed to be used by the acquiring corporation; and the various amounts, if any, of items of income or deduction which will be duplicated or omitted in the computation of taxable income under such proposed method or methods. The Commissioner may also require such other information as may be necessary in order to determine the appropriate method or combination of methods of accounting to be used by the acquiring corporation.

(e) *Special rules applicable to distributions or transfers before August 5, 1964*—(1) *Statute of limitations bars assessment or refund.* If the date of distribution or transfer was before August 5, 1964, and if the assessment of any deficiency or the refund or credit of any overpayment for the taxable year of the acquiring corporation which includes the date of distribution or transfer or any subsequent taxable year is prevented by the operation of any law or rule of law, then this section does not authorize the Commissioner or the acquiring corporation to change any method or methods of accounting in any taxable year of the acquiring corporation. However, the Commissioner or the acquiring corporation may change such method or methods of accounting under the provisions of section 446 and the regulations thereunder or, where applicable, any section of the Internal Revenue Code (other than section 381(c)(4)), or the regulations thereunder, in accordance with which such changes may be made without the consent of the Commissioner.

(2) *Statute of limitations does not bar assessment and refund.* Except as provided in subparagraph (1) of this paragraph—

(i) If the date of distribution or transfer was before August 5, 1964, and the acquiring corporation has, for the taxable year which includes the date of distribution or transfer, (*a*) adopted or continued a method of accounting consistent with the rules of this section, (*b*) been granted permission by the Commissioner in accordance with paragraph (e) of § 1.446–1 to use a method or combination of methods of accounting, or (*c*) adopted a method of accounting that under other sections of the Internal Revenue Code, or regulations thereunder, may be adopted without the consent of the Commissioner, then the method or methods of accounting adopted or continued in the manner described in (*a*), (*b*), and (*c*) shall not be changed, by reason of the rules contained in this section, by the Commissioner or the acquiring corporation for any taxable year ending after the date of distribution or transfer. However, the Commissioner or the acquiring corporation may change such methods of accounting for any such taxable year under the provisions of, and to the extent permitted by, section 446 and the regulations thereunder or, where applicable, any section of the Internal Revenue Code (other than section 381(c)(4)), or regulations thereunder, in accordance with which such change may be made without the consent of the Commissioner.

(ii) If the date of distribution or transfer was before August 5, 1964, and the acquiring corporation has, for the taxable year which includes the date of distribution or transfer, adopted or continued a method or methods of accounting other than in the manner described in (*a*), (*b*), and (*c*) of subdivision (i) of this subparagraph, then the acquiring corporation may—

(*a*) Continue to use the method or methods of accounting so adopted or continued if such method or methods clearly reflect income and if proper adjustments were made to reflect the adoption of such method or methods, or

(*b*) Adopt the method or methods of accounting prescribed by this section. Such method or methods of accounting shall be adopted by filing an amended return (which includes the proper adjustments required by this section) for the taxable year of the acquiring corporation which includes the date of distribution or transfer, and by filing amended returns for all subsequent taxable years of the acquiring corporation for which returns have previously been filed. Such amended return or returns shall be accompanied by a copy of the statement described in paragraph (b)(3) of § 1.381(b)–1, and by a statement specifying the nature of the transaction which causes section 381 to apply; the difference in accounting methods used by the corporations concerned; the method or methods of accounting originally adopted by the acquiring corporation; the method or methods of accounting adopted on the amended return or returns; and the computation of the amount of the adjustments and the resulting increase or decrease in tax.

§ 1.381(c)(16) Statutory provisions; carryovers in certain corporate acquisitions; items of the distributor or transferor corporation; certain obligations of distributor or transferor corporation.

Sec. 381. *Carryovers in certain corporate acquisitions.* * * *

(c) *Items of the distributor or transferor corporation.* The items referred to in subsection (a) are:

* * * * *

(16) *Certain obligations of distributor or transferor corporation.* If the acquiring corporation—

(A) Assumes an obligation of the distributor or transferor corporation which, after the date of the distribution or transfer, gives rise to a liability, and

(B) Such liability, if paid or accrued by the distributor or transferor corporation, would have been deductible in computing its taxable income,

the acquiring corporation shall be entitled to deduct such items when paid or accrued, as the case may be, as if such corporation were the distributor or transferor corporation. A corporation which would have been an acquiring corporation under this section if the date of distribution or transfer had occurred on or after the effective date of the provisions of this subchapter applicable to a liquidation or reorganization, as the case may be, shall be entitled, even though the date of distribution or transfer occurred before such effective date, to apply this paragraph with respect to amounts paid or accrued in taxable years beginning after December 31, 1953, on account of such obligations of the distributor or transferor corporation. This paragraph shall not apply if such obligations are reflected in the amount of stock, securities, or property transferred by the acquiring corporation to the transferor corporation for the property of the transferor corporation.

§ 1.381(c)(16)–1 Obligations of distributor or transferor corporation.

(a) *Deduction allowed to acquiring corporation.* (1) If, in a transaction to which section 381(a) applies, the acquiring corporation assumes an obligation of a distributor or transferor corporation which gives rise to a liability after the date of distribution or transfer and if the distributor or transferor corporation would be entitled to deduct such liability in computing taxable income were it paid or accrued after that date by such corporation, then, under the provisions of section 381(c)(16) and this section, the acquiring corporation shall be entitled to deduct such liability as if it were the distributor or transferor corporation. However, in the case of a transaction to which section 381(a)(2) applies, section 381(c)(16) shall not apply to an obligation which is reflected in the amount of consideration, that is, the stock, securities, or other property, transferred by the acquiring corporation to a transferor corporation or its shareholders in exchange for the property of that transferor corporation. An obligation which is so reflected in the amount of consideration will be treated as an item or tax attribute not specified in section 381(c)(16). Such an obligation is subject to section 381(c)(4). See subparagraph (2) of this paragraph. Any deduction allowed under section 381(c)(16) to the acquiring corporation shall be taken by that corporation in the taxable year ending after the date of distribution or transfer in which the liability is paid or accrued by that corporation, as the case may be.

(2) In order to determine whether, in the case of obligations of a distributor or transferor corporation assumed by an acquiring corporation, section 381(c)(16) and this section, or section 381(c)(4) and the regulations thereunder, apply, the following rules shall govern:

(i) If the obligation gave rise to a liability before the date of distribution or transfer, see section 381(c)(4) and the regulations thereunder.

(ii) If the obligation gives rise to a liability after the date of distribution or transfer, and the obligation was not reflected in the amount of consideration transferred by the acquiring corporation to the distributor or transferor corporation or its shareholders in exchange for the property of the distributor or transferor corporation, then section 381(c)(16) and this section shall apply.

(iii) In the case of a transaction to which section 381(a)(1) applies, if the obligation gives rise to a liability after the date of a distribution, and the obligation was reflected in the amount of consideration transferred by the acquiring corporation to the distributor corporation or its shareholders in exchange for the property of the distributor corporation, then section 381(c)(16) and this section shall apply.

(iv) In the case of a transaction to which section 381(a)(2) applies, if the obligation gives rise to a liability after the date of a transfer, and the obligation was reflected in the amount of consideration transferred by the acquiring corporation to the transferor corporation or its shareholders in exchange for the property of the transferor corporation, then see section 381(c)(4) and the regulations thereunder.

(3) The rules of this section apply to obligations assumed by agreement of the parties as well as by operation of law.

(4) For purposes of this section, an obligation of a distributor or transferor corporation gives rise to a liability when the liability would be accruable by a taxpayer using the accrual method of accounting notwithstanding the fact that the distributor or transferor corporation is not using the accrual method of accounting. See paragraph (a)(2) of § 1.461-1.

(5) In the case of a transaction to which section 381(a)(2) applies, the determination as to whether or not an obligation was reflected in the amount of consideration transferred by the acquiring corporation to the transferor corporation or its shareholders in exchange for the property of the transferor corporation shall be made on the basis of all the facts of each particular transfer. Where, on the date of distribution or transfer, the parties were aware of the existence of a specific obligation and reduced the amount of consideration to be transferred by the acquiring corporation by a specific amount because of the existence of such obligation, then such obligation shall be considered to have been reflected in the amount of consideration transferred. In the absence of such facts, it shall be presumed that the obligation was not reflected in the amount of consideration transferred.

(b) *Distribution or transfer occurring under the Internal Revenue Code of 1939.* Subject to the provisions of section 381(c)(16) and this section, a corporation which would have been an acquiring corporation (under the provisions of paragraph (b) of § 1.381(a)-1) in a transaction to which section 381(a) applies if the date of distribution or transfer had occurred on or after the effective date of the provisions of subchapter C, chapter 1 of the Internal Revenue Code of 1954, applicable to a liquidation or reorganization, as the case may be, shall be entitled to take a deduction for amounts paid or accrued in any taxable year beginning after December 31, 1953, in respect of any obligation which it has assumed from a corporation which would have been a distributor or transferor corporation in such transaction. However, this paragraph shall have no application to a situation described in paragraph (a)(2)(iv) of this section.

(c) *Examples.* The application of the foregoing rules may be illustrated by the following examples:

Example (1). X Corporation and Y Corporation comput their taxable income on the basis of the calendar year, and both corporations use an accrual method of accounting. On December 31, 1954, Y Corporation acquires the assets of X Corporation in a transfer to which section 381(a)(2) applies. By reason of State law, Y Corporation assumes responsibility for all of the obligations for which X Corporation is then, or may become, liable. The parties have no knowledge of any specific obligations of X Corporation which are not yet fixed and ascertainable, but it is agreed to reduce the amount of consideration that Y Corporation is to transfer in exchange for the assets of X Corporation by $5,000 to reflect any unforeseen contingent liabilities of X Corporation for which Y Corporation might subsequently become liable. After the date of the transfer, a claim for damages on account of the alleged negligence of an alleged agent of X Corporation is filed. After commencement of legal action by the claimant and in order to eliminate the possibility of injury to its business, Y Corporation settles the claim in 1955 by paying the claimant the amount of $3,000. Assuming that such sum would have been deductible under section 162 if paid by X Corporation, Y Corporation is entitled to deduct such sum in accordance with the provisions of section 381(c)(16) and this section in computing its taxable income for 1955, since the claim gave rise to a liability after the date of transfer, the parties were not aware of a specific obligation, and the specific obligation was not reflected in the consideration transferred by Y Corporation in exchange for the assets of X Corporation.

Example (2). Assume the same facts as in example (1), except that the claim for damages was filed prior to the transfer of X Corporation's assets to Y Corporation, but the parties considered the chances for recovery by the claimant so remote that no specific amount other than the $5,000 reduction in consideration for all contingent liabilities as a whole is reflected in the consideration transferred by Y Corporation in exchange for the assets of X Corporation. Assuming that such sum would have been deductible under section 162 if paid by X Corporation, the $3,000 paid by Y Corporation in 1955 is deductible in accordance with the provisions of section 381(c)(16) and this section in 1955.

Example (3). Assume the same facts as in example (1), except that the parties consider the chances of recovery by the claimant of sufficient probability that Y Corporation reduces the amount of consideration it transfers in exchange for the assets of X Corporation by $1,000 in addition to the $5,000 reduction for all other contingent liabilities. The $3,000 paid by Y Corporation in 1955 is not deductible under section 381(c)(16) and this section, since the specific obligation was reflected in the consideration transferred by Y Corporation in exchange for the assets of X Corporation. The deductibility of the payment is accordingly governed by the provisions of section 381(c)(4) and the regulations thereunder. Similarly, if in this case Y Corporation had transferred $10,000 less in consideration for the assets of X Corporation because of this particular claim, Y Corporation would not be entitled to any deduction for the $3,000 paid in 1955 under section 381(c)(16) and this section, and the deductibility of the payment would be governed by the provisions of section 381(c)(4) and the regulations thereunder. If the date of transfer of X Corporation's assets had occurred prior to the effective date of subchapter C, chapter 1 of the Internal Revenue Code of 1954, applicable to a reorganization, no deduction would be allowed to Y Corporation under that section.

(Sec. 7805 of the Internal Revenue Code of 1954, 68A Stat. 917; 26 U.S.C. 7805)

[SEAL] BERTRAND M. HARDING,
Acting Commissioner of Internal Revenue.

Approved: July 30, 1964.

STANLEY S. SURREY,
Assistant Secretary of the Treasury.

[F.R. Doc. 64-7777; Filed, Aug. 4, 1964; 8:46 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 64-724]

PART 0—COMMISSION ORGANIZATION

Office of the Bureau Chief

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 29th day of July 1964;

The Commission having established the position of Special Assistant to the Chief, Common Carrier Bureau; assigned to him, inter alia, the functions of the Field Coordinator, and abolished the latter position; and

It appearing, that Section 0.94 of the rules and regulations should be amended to reflect this change, as well as a change in address of the San Francisco field office of the Common Carrier Bureau; and

It further appearing, that authority for this change is set forth in sections 4(i) and 5(b) of the Communications Act of 1934, as amended, 47 U.S.C. 154(i) and 155(b); and

It further appearing, that the change pertains to matters of Commission organization, hence that the prior notice and effective date provisions of Section 4 of the Administrative Procedure Act, 5 U.S.C. 1003, do not apply;

It is ordered, Effective September 1, 1964, That § 0.94 of the rules and regulations is amended as set forth below.

(Secs. 4, 5, 48 Stat. 1066, as amended, 66 Stat. 713; 47 U.S.C. 154, 155)

Released: July 31, 1964.

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

Section 0.94 (c) and (d) is amended to read as follows:

§ 0.94 Office of the Bureau Chief.

* * * * *

(c) Office of Administrative Assistant, which assists the Bureau Chief in performing the administrative functions of the Bureau and has administrative supervision over the Public Reference Room and the Mail and Files Unit.

(d) The Common Carrier Bureau Field Offices are located at 90 Church Street, New York, N.Y., 10007; Post Office and Court House Building, Seventh and Mission Streets, San Francisco, Calif., 94105; and Room 906, 1114 Market Street, St. Louis, Mo., 63101. These offices are responsible for conducting investigations and studies, as assigned by the Office of the Chief of the Bureau, to assure that there is adherence to the Communications Act and the Commission's rules and regulations. These offices also represent the Commission in contacts with the public and the carriers.

[F.R. Doc. 64-7832; Filed, Aug. 4, 1964; 8:50 a.m.]

[Docket No. 14452; FCC 64-729]

PART 87—AVIATION SERVICES

Frequencies, Frequency Stability and Definitions

1. The Commission on December 20, 1961 adopted a notice of proposed rule making in Docket 14452 (26 F.R. 12627), proposing, among other things, a 0.005 percent frequency tolerance in accordance with the ITU Radio Regulations (Geneva, 1959) for aeronautical and aircraft stations as well as certain mobile stations operating in the band 100–470 Mc/s. In view of industry representations made in response to this proposal, the Commission, by report and order adopted April 12, 1962 (27 F.R. 3660), withheld adoption of the 0.005 percent frequency tolerance in the band 100–470 Mc/s and issued a further notice of proposed rule making on November 23, 1962 (27 F.R. 11771). The further notice proposed a 0.003 percent frequency tolerance for mobile (aircraft) and land stations in the band 100–136 Mc/s. The 0.003 percent tolerance, which was intended to allow for 25 kc/s channel spacing as compared to the present 50 kc/s spacing, was proposed on the basis of the stated need for additional VHF aviation channels by Government and industry. A second further notice (28 F.R. 2240) was released March 1, 1963 in response to requests from Aeronautical Radio, Inc. (ARINC) and Aircraft Owners and Pilots Association (AOPA) for clarification of certain aspects of the further notice. The comment period in this proceeding with respect to frequency tolerance expired March 25, 1963 for comments and April 14, 1963 for reply comments.

2. In response to the notices, the Commission received 24 formal comments and approximately 250 informal comments in the form of letters or telegrams.

3. The Bendix Radio Corp. stated that adequate communication can be provided in the Aviation Services on a 25 kc/s channel spacing basis with tolerances less stringent than 0.003 percent for aircraft transmitters. Bendix recommended a tolerance of 0.005 percent for airborne transmitters operating in the band 100–136 Mc/s and a tolerance of 0.002 percent for ground stations.

4. The Federal Aviation Agency (FAA) took the position that a 0.005 percent frequency tolerance is required in all equipment, ground and airborne, to implement its plans for unrestricted 50 kc/s channel spacing by January 1, 1966, and requested that 0.005 percent tolerance be required for all new equipment installed after January 1, 1964 and all equipment after January 1, 1966. The FAA acknowledged that the normal growth of aviation will require communication capability in excess of that to be provided by 50 kc/s channel spacing in the 118–136 Mc/s band; however, the FAA represents that it plans to achieve this capability by means other than 25 kc/s channel spacing. The Commission asked the FAA for additional statistical and technical information used to arrive at its conclusions concerning this matter. The FAA responded that its proposal for accommodating the requirements in a 50 kc/s environment was based primarily on the improvement of the utilization of air traffic control channels and the use of techniques for achieving greater utilization of frequencies. Reference was made by the FAA to such techniques as radio trunking, ground switching necessary to assign one frequency per flight plan, time division multiplex, and digital data transmission.

5. ATA and ARINC submitted a letter, directed to the above-described FAA response, taking exception on the grounds that the four techniques cited are untried, unsupported and unevaluated. ATA and ARINC believe that channelling on a 25 kc/s basis is the ultimate solution to the need for additional channels and take the position, based on their technical information, that a 0.005 percent frequency tolerance in aircraft transmitters is reasonable, readily attainable and sufficient to permit satisfactory performance on a channel spacing of 25 kc/s. ARINC and ATA indicate that a 25 kc/s channelling system will operate satisfactorily with a ground station transmitter frequency stability of 0.005 percent, but that a frequency stability of 0.003 percent is reasonable, attainable and that the tighter tolerance will provide added protection.

6. The numerous informal comments were submitted for the most part by individual private pilots and generally opposed tightening the frequency tolerance from 0.01 percent. This opposition was based primarily on the cost of replacing present aircraft transmitters with equipment capable of meeting the new tolerance.

7. The AOPA which is comprised of some 92,000 members and represents a very large segment of general aviation, i.e. operators of private aircraft as distinguished from air carrier operations, recommends that the Commission abandon its proposal to impose a 0.003 percent frequency stability and believes that "a reasonable compromise" would be 0.005 percent for all new equipment type accepted after January 1, 1965. In addition, AOPA proposes that existing 0.01 percent transmitters which presently meet the type acceptance requirements be permitted to continue in use until January 1, 1973. In the main, the objection to 0.003 percent is based on the economic impact to the private aircraft operator and the technical problems associated with maintaining this stability.

8. The Commission, in the preceding paragraphs, has specifically mentioned by name certain of the respondents. In so doing, no inference should be drawn that all technical information and comments were not considered—they were, and in detail. The named respondents, for the most part, represent the various broad segments of aviation, including Government, commercial, and private, and in addition, they presented information and conclusions which appeared to warrant specific mention.

9. In view of the comments and technical particulars submitted by respondents in this proceeding, together with other general technical information and considerations, the Commission makes the following findings and conclusions with respect to the frequency tolerance for equipment operating in the Aviation Services in the band 100–136 Mc/s.

(a) Extensive use of the present 0.01 percent frequency tolerance for both ground and aircraft transmitters will not allow for an unrestricted use of 50 kc/s channel spacing.

(b) A 0.005 percent tolerance for ground and aircraft transmitters, together with suitable receivers, will allow for an unrestricted use of 50 kc/s channel spacing and may permit use of 25 kc/s channelling.

(c) A 0.005 percent tolerance for aircraft and a 0.003 percent tolerance for ground stations, when using 25 kc/s spacing, will provide added protection over a 0.005 percent tolerance for all equipment as discussed in (b) above; and,

(d) A 0.003 percent tolerance for all equipment is, of all the alternatives, the most favorable to extensive use of 25 kc/s channel spacing.

10. The conclusions and findings in the preceding paragraph were based on technical considerations. It now remains to evaluate these conclusions in the light of the economic impact, the state of the art, future requirements and the public interest. The Commission has concluded, and it is well supported in this proceeding, that unrestricted 50 kc/s channel spacing is a minimum objective. This, in light of conclusion (a) of paragraph 9, dictates that a frequency tolerance tighter than 0.01 percent must be selected. For all practical purposes, the choice is reduced to one of the following:

(a) 0.005 percent tolerance for ground and aircraft transmitters;

(b) 0.005 percent tolerance for aircraft transmitters and 0.003 percent or 0.002 percent for ground transmitters; and,

(c) 0.003 percent tolerance for ground and aircraft transmitters.

11. The 0.003 percent tolerance for ground and aircraft transmitters is the most desirable of the previously mentioned alternatives from the standpoint of 25 kc/s channelling. It does raise serious problems as to (a) its economic impact; (b) whether the state of the art is sufficiently advanced to provide on a large scale, commercially acceptable transmitters with this tolerance for use aboard aircraft; and (c) an acceptable implementation date.

12. With respect to aircraft transmitters, the Commission's license records and comments submitted in this proceeding indicate that relatively few transmitters presently in use are designed to operate with a 0.003 percent frequency tolerance. Therefore, a tolerance of 0.003 percent would require a change of nearly all aircraft transmitters and would cause a serious economic impact on the aviation industry. Additionally, the current lack of aircraft equipment with the 0.003 percent capability, and the time required to complete a transitional program to 0.003 percent tolerance for all airborne equip-

ment would preclude implementation of an unrestricted 50 kc/s environment by 1966.

13. The determinations concerning 0.01 percent in paragraph 9 and 0.003 percent in paragraphs 11 and 12 leave, by the process of elimination, a 0.005 percent frequency tolerance for aircraft transmitters. This tolerance, which is part of the Geneva Radio Regulations, certainly allows for a substantial contribution to the efficient use of the spectrum available to aviation communications. An appreciable number of transmitters presently in use and type accepted already meet the 0.005 percent tolerance. In addition, AOPA has stated that "* * * we now find that all current production is designed to meet the 0.005 percent requirement." It appears, therefore, that a change of tolerance from 0.01 percent to 0.005 percent for aircraft transmitters is practical.

14. In view of the time and economic factors, the Commission feels that the dates originally proposed for 0.005 percent are not readily attainable. On the other hand, the extended transition time proposed for 0.003 percent does not appear warranted for the implementation of 0.005 percent equipment used aboard aircraft. The AOPA suggested date of January 1, 1965 for new aircraft equipment appears reasonable and would coincide with the Commission's requirements with respect to type accepted equipment. For existing airborne equipment, a five-year amortization appears to be sufficient to minimize the economic impact of this rulemaking. It is recognized that these dates will not coincide with the FAA proposed implementation date of January 1, 1966 for unrestricted 50 kc/s channel spacing; however, from the Commission's licensing records and representations of industry, it appears that the transition from 0.01 percent has been progressing steadily since adoption of the ITU Radio Regulations (Geneva 1959). The added impetus of the 0.005 percent requirement in this rule making will materially accelerate the transition. In view of these factors and the representations of AOPA concerning the operation of 0.01 percent "without any significant difficulty in a 50 kc environment", it appears that the anticipated residual 0.01 percent airborne equipment in operation should not prevent the FAA from implementation of 50 kc/s channel spacing on January 1, 1966. If the FAA, after its January 1, 1966 implementation of 50 kc/s channel spacing throughout the country, informs the Commission that 0.01 percent transmitters are causing disruptive interference and because of this, continued use of such transmitters is not compatible with aviation safety, the Commission will issue a further report and order, in this Docket, having as its objective the elimination of the interference problem, including the possibility of reducing or eliminating the amortization period for 0.01 percent equipment by providing a reduced transition period for the remaining 0.01 percent to be replaced by 0.005 percent equipment.

15. With respect to 0.003 percent for ground stations, it appears that (a) this tolerance is reasonable and attainable within the state of the art, (b) it would be more desirable from the standpoint of 25 kc/s channel spacing, and (c) it is a logical next step in the evolutionary process of equipment refinement. A total 0.003 percent ground environment at this time would require nearly a 100 percent change in present equipment; therefore, in order not to cause an undue burden on manufacturers and licensees who have proceeded with the manufacturing and purchasing of 0.005 percent equipment on the basis of the Geneva Treaty requirements, the rules will provide for the continued use of types of transmitters licensed before January 1, 1966 with a frequency tolerance of 0.005 percent but will require 0.003 percent for types first licensed after January 1, 1966.

16. In view of the foregoing, the Commission finds that in the bands between 100 and 136 Mc/s, a frequency tolerance of 0.005 percent is reasonable for aircraft and certain other mobile stations, and 0.003 percent is reasonable for types of transmitters first licensed after January 1, 1966 for ground stations. The Commission also finds that reasonable dates for implementation of 0.005 percent tolerance for aircraft and certain other mobile stations are January 1, 1965 for types of transmitters first licensed after that date and January 1, 1970 for all transmitters used in the previously mentioned stations. The proposed tolerances for the band 136–470 Mc/s did not receive adverse comments, and they are adopted as proposed. The revised table of frequency tolerances in the attached appendix includes the tolerance discussed herein along with the other tolerances which are currently in force.

17. With regard to the off-set carrier technique, as proposed in the further notice, provision for this type of operation is made as follows: The carrier frequencies of the individual transmitters in a telecommunication system of interconnected aeronautical enroute stations which provides communications over an area of air route(s) may be off-set with respect to the authorized frequency by not more than ±12 kc/s. The tolerance set forth in § 87.65 shall be applicable to the off-set carrier frequency when employed; however, operation must be maintained within ±12 kc/s of the authorized frequency. Prior to the use of the off-set technique, the Commission must be notified as to the precise off-set from the authorized frequency. Notification by letter will be sufficient.

18. In view of the foregoing, and pursuant to the authority contained in section 303 (c), (f), and (r) of the Communications Act of 1934, as amended; *It is ordered*, That effective September 8, 1964, Part 87 of the Commission's rules is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Adopted: July 29, 1964.

Released: July 31, 1964.

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

The Table in § 87.65(a) is amended to read as follows:

§ 87.65 Frequency stability.

(a) * * *

Frequency bands (lower limit exclusive, upper limit inclusive) and categories of stations	*Tolerances*
(1) Band—10 to 535 kc/s:	
Land stations	0.01
Mobile stations	.02
Radionavigation stations	[1] .01
(2) Band—1605 to 4000 kc/s:	
Fixed stations:	
Power 200 w or less	.01
Power above 200 w	.005
Land stations:	
Power 200 w or less	.01
Power above 200 w	.005
Mobile stations	.01
(3) Band—4 to 29.7 Mc/s:	
Fixed stations:	
Power 500 w or less	[2] .005
Power above 500 w	[3] .0015
Land stations:	
Power 500 w or less	.01
Power above 500 w	.005
Mobile stations	.01
(4) Band—29.7 to 100 Mc/s:	
Fixed stations:	
Power 200 w or less	[4] .005
Power above 200 w	[2] .003
Land stations:	
Power 15 w or less	[2] .005
Power above 15 w	[2] .002
Mobile stations:	
Power 5 w or less	.01
Power above 5 w	[2] .005
Radionavigation stations	.01
(5) Band—100 to 136 Mc/s:	
Land stations	[6] .003
Mobile stations:	
Survival craft stations	[5] .005
Aircraft and all other mobile stations	[5] .005
Radionavigation stations	[4] .005
(6) Band—136 to 470 Mc/s:	
Fixed stations:	
Power 50 w or less	[4] .005
Power above 50 w	[4] .002
Land stations	[5] .005
Mobile stations:	
Land mobile stations with power above 5 w	[2] .002
Aircraft and all other mobile stations	[5] .005
Radionavigation stations	[4] .005
(7) All stations on frequencies above 470 Mc/s	.01

[1] The tolerance shown in the table is applicable to types of transmitters first licensed after Jan. 1, 1964 and to all transmitters after Jan. 1, 1970. A tolerance of 0.02 percent is applicable until Jan. 1, 1970 to types of transmitters which were licensed before Jan. 1, 1964.

[2] The tolerance shown in the table is applicable to types of transmitters first licensed after Jan. 1, 1964 and to all transmitters after Jan. 1, 1966. A tolerance of 0.01 percent is applicable until Jan. 1, 1966 to types of transmitters which were licensed before Jan. 1, 1964.

[3] The tolerance shown in the table is applicable to types of transmitters first licensed after Jan. 1, 1964 and to all transmitters after Jan. 1 1966. A tolerance of 0.003 percent is applicable until Jan. 1, 1966 to types of transmitters which were licensed before Jan. 1, 1964.

[4] The tolerance shown in the table is applicable to types of transmitters first licensed after Jan. 1, 1964 and to all transmitters after Jan. 1, 1970. A tolerance of 0.01 percent is applicable until Jan. 1, 1970 to types of transmitters which were licensed before Jan. 1, 1964.

[5] The tolerance shown in the table is applicable to types of transmitters first li-

censed after Jan. 1, 1965 and to all transmitters after Jan. 1, 1970. A tolerance of 0.01 percent is applicable until Jan. 1, 1970 to types of transmitters which were licensed before Jan. 1, 1965.

[6] The tolerance shown in the table is applicable to types of transmitters first licensed after Jan. 1, 1966 and to all transmitters after Jan. 1, 1970, except that use of types of transmitters which meet a tolerance of 0.005 percent and were licensed before Jan. 1, 1966 will be permitted to continue indefinitely. A tolerance of 0.01 percent is applicable until Jan. 1, 1970 to types of transmitters which were licensed before Jan. 1, 1966.

[F.R. Doc. 64-7834; Filed, Aug. 4, 1964; 8:50 a.m.]

[Docket No. 15302 (RM-444) FCC 64-735]

PART 87—AVIATION SERVICES

Authorization of Nontype Accepted Transmitters at International Gateway Stations

1. The notice of proposed rule making in the above-entitled matter released by the Commission on February 3, 1964 (FCC 64-51), made provision for the filing of comments and was duly published in the FEDERAL REGISTER on February 6, 1964 (29 F.R. 1808).

2. The notice, issued in response to a petition from Aeronautical Radio Incorporated (ARINC), proposed to amend § 87.77(b), Part 87-Aviation Services, to exempt HF transmitting equipment (in excess of 1,000 watts power) in the aeronautical mobile and aeronautical fixed services at international gateway stations from the requirement of type acceptance.

3. Comments in this proceeding were filed only by the petitioner. The comments of ARINC support the Commission's proposal but seek to have the exemption from type acceptance extended to transmitters under 1,000 watts power and to include two nongateway HF stations located in the Virgin Islands. Petitioner states in support of the extension of the exemption that it has some 15 standby and alternate transmitters of less than 1,000 watts power currently in use in gateway stations and "as in the case of the main transmitters, the performance record of these standby and alternate transmitters has been an enviable one over the past several years. Taking into consideration the low output power, the local and minimized use, it is ARINC's belief that the continued licensing of these transmitters will in no way adversely affect the objective benefits of the Commission's type acceptance program." Petitioner seeks to justify the inclusion of nontype accepted standby transmitters at the noninternational gateway stations located at St. Thomas and St. Croix Virgin Islands on the basis that these stations serve interisland operations between Puerto Rico and the Virgin Islands and ARINC is in the process of installing microwave links which are to interconnect VHF stations at these points. Further that upon completion of the microwave links, the two HF stations will be used only occasionally on a "truly" standby status. Petitioner indicates that compliance with type acceptance with respect to the 15 standby transmitters would entail a total expenditure of over $83,000.

4. The information submitted by ARINC has not persuaded the Commission that a change in the rules to exempt transmitters of less than 1,000 watts power from type acceptance is warranted. The primary reason for issuing the notice of proposed rule making providing for an exemption from type acceptance for HF transmitting equipment in excess of 1,000 watts power was to relieve licensees from a situation that existed through no fault of their own; namely, the lack of suitable type accepted equipment in excess of 1,000 watts power. ARINC has not clearly demonstrated that such is the case for transmitters under 1,000 watts power. The Commission's Equipment List, Part C, which contains, among other things, equipment type accepted for use in the Aviation Services indicates that type accepted equipment of less than 1,000 watts is available. ARINC has not supplied information which would provide a basis for finding that none of the available equipment is suitable to satisfy the ARINC requirement. With respect to economics, ARINC has not shown that its situation is sufficiently different to warrant exceptional treatment as distinguished from that of many other licensees in the Aviation Services who are proceeding to comply with the type acceptance program. Accordingly, the request of ARINC for exemption of HF transmitters of less than 1,000 watts from type acceptance is denied.

5. The request to include the stations at St. Thomas and St. Croix, Virgin Islands from the requirement of type acceptance is outside the scope of this rule making. These stations involve two transmitters, both of less than 1,000 watts power, for which type accepted replacement equipment appears to exist. For these reasons, the request is denied.

6. As an additional matter, the Commission's records reflect that in Alaska there are a small number of stations using HF transmitters in excess of 1,000 watts which will likewise be affected by the January 1, 1965 requirement for type accepted equipment. Accordingly, they are also exempted from the requirement of type acceptance until January 1, 1970. This exemption is limited to Alaska and does not include Domestic HF stations in excess of 1,000 watts in the contiguous 48 states inasmuch as the licensee of these stations (ARINC) has indicated relief is not required with respect to transmitters utilized in the domestic aeronautical mobile service. The Commission's rules provide that the regular use of HF for aeronautical mobile (R) communications in the Domestic Service within the continental United States (excluding Alaska) will not be permitted after January 1, 1965.

7. In view of the foregoing: *It is ordered,* Pursuant to the authority contained in section 303 (e), (f), and (r) of the Communications Act of 1934, as amended, that effective, September 8, 1964, Part 87 of the Commission's rules is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Adopted: July 29, 1964.

Released: July 31, 1964.

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

Paragraph (b) of § 87.77 is amended to read as follows:

§ 87.77 Acceptability of transmitters for licensing.

* * * * *

(b) Except for transmitters used at (1) developmental stations; (2) flight test stations, for limited periods, where justified on the basis of good cause shown; and (3) Civil Air Patrol Stations, each transmitter utilized at a station authorized for operation after July 1, 1959, must be of a type which has been type accepted by the Commission for use in these services. Until January 1, 1965, types of equipment in use by a licensee prior to July 1, 1959, may continue to be used by the same licensee, his successors or assigns, provided that such types of HF transmitting equipment in excess of 1,000 watts power in the aeronautical mobile and aeronautical fixed services at international gateway stations and stations in Alaska may continue to be used in these stations until January 1, 1970. These exceptions are provided on the express condition that the operation of stations using transmitting equipment not type accepted by the Commission shall not result in harmful interference due to the failure of such equipment to comply with the current technical standards of Subpart A of this part.

* * * * *

[F.R. Doc. 64-7835; Filed, Aug. 4, 1964; 8:50 a.m.]

Title 41—PUBLIC CONTRACTS

Chapter 1—Federal Procurement Regulations

PART 1-16—PROCUREMENT FORMS

Subpart 1-16.9—Illustration of Forms

Correction

In the revision of the Federal Procurement Regulations published in Part II of the FEDERAL REGISTER, dated Friday, July 24, 1964 (F.R. Doc. 64-7333; 29 F.R. 10101, 10461), the illustrations of Standard Forms 20 and 23 (§§ 1-16.901-20 and 1-16.901-23) are incorrect. Sections 1-16.901-20 and 1-16.901-23 should read as follows:

§ 1-16.901-20 Standard Form 20: Invitation for Bids (Construction Contract).

STANDARD FORM 20
JANUARY 1961 EDITION
GENERAL SERVICES ADMINISTRATION
FED. PROC. REG. (41 CFR) 1-16.401

INVITATION FOR BIDS
(CONSTRUCTION CONTRACT)

REFERENCE

DATE

NAME AND LOCATION OF PROJECT

DEPARTMENT OR AGENCY

BY (*Issuing office*)

Sealed bids in for the work described herein will be received until

at

and at that time publicly opened.
Information regarding bidding material, bid guarantee, and bonds

SPECIMEN

Description of work

20-106 ☆ U.S. GOVERNMENT PRINTING OFFICE: 1960—O-572728

1-16.901-23 Standard Form 23: Construction Contract.

(a) Page 1 of Standard Form 23.

STANDARD FORM 23
JANUARY 1961 EDITION
GENERAL SERVICES ADMINISTRATION
FED. PROC. REG. (41 CFR) 1-16.401

CONSTRUCTION CONTRACT
(See instructions on reverse)

CONTRACT NO.

DATE OF CONTRACT

NAME AND ADDRESS OF CONTRACTOR

CHECK APPROPRIATE BOX
- ☐ Individual
- ☐ Partnership
- ☐ Joint Venture
- ☐ Corporation, incorporated in the State of _____

DEPARTMENT OR AGENCY

CONTRACT FOR (*Work to be performed*)

PLACE

CONTRACT PRICE (*Express in words and figures*)

ADMINISTRATIVE DATA (*Optional*)

SPECIMEN

The United States of America (hereinafter called the Government), represented by the Contracting Officer executing this contract, and the individual, partnership, joint venture, or corporation named above (hereinafter called the Contractor), mutually agree to perform this contract in strict accordance with the General Provisions (Standard Form 23-A), Labor Standards Provisions Applicable to Contracts in Excess of $2,000 (Standard Form 19-A), and the following designated specifications, schedules, drawings, and conditions:

WORK SHALL BE STARTED

WORK SHALL BE COMPLETED

(b) Page 2 of Standard Form 23.

Alterations. The following alterations were made in this contract before it was signed by the parties hereto:

SPECIMEN

In witness whereof, the parties hereto have executed this contract as of the date entered on the first page hereof.

THE UNITED STATES OF AMERICA	CONTRACTOR
By _____	_____ (Name of Contractor)
_____ (Official title)	By _____ (Signature)
	_____ (Title)

INSTRUCTIONS

1. The full name and business address of the Contractor must be inserted in the space provided on the face of the form. The Contractor shall sign in the space provided above with his usual signature and typewrite or print his name under the signature.

2. An officer of a corporation, a member of a partnership, or an agent signing for the Contractor shall place his signature and title after the word "By" under the name of the Contractor. A contract executed by an attorney or agent on behalf of the Contractor shall be accompanied by two authenticated copies of his power of attorney or other evidence of his authority to act on behalf of the Contractor.

* U.S. GOVERNMENT PRINTING OFFICE : 1960 OF—372728—46

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Service Order 955]

PART 95—CAR SERVICE

Canadian Pacific Railway Company Authorized To Operate Over Certain Trackage of the St. Johnsbury & Lamoille County Railroad

At a Session of the Interstate Commerce Commission, Safety and Service Board No. 1, held in Washington, D.C., on the 30th day of July A.D. 1964.

It appearing, that the St. Johnsbury & Lamoille County Railroad has filed application, Finance Docket No. 22829, for a certificate authorizing the abandonment of a portion of its line of railroad, all within the yard limits of the joint facility railroad yard at St. Johnsbury, Vermont. The Newport and Richfield Railroad Company, in Docket 22888, has filed application for a certificate authorizing acquisition of the line to be abandoned with operation thereof to be performed by the Canadian Pacific Railway Company. The Commission is of the opinion that there is need for service over this line of railroad pending decision in Finance Dockets Nos. 22829 and 22888 and that operation of this line will best promote the service in the interest of the public and the commerce of the people; and that notice and public procedure are impracticable and contrary to the public interest and that good cause exists for making this order effective upon less than thirty days' notice.

It is ordered, That:

§ 95.955 Service Order 95.

(a) *Canadian Pacific Railway Company authorized to operate over certain trackage of the St. Johnsbury & Lamoille County Railroad.* The Canadian Pacific Railway Company be, and it is hereby, authorized to operate over and perform service over certain trackage of the St. Johnsbury & Lamoille County Railroad within the yard limits of the joint facility railroad yard at St. Johnsbury, Vermont.

(b) *Application.* The provisions of this order shall apply to intrastate and foreign traffic as well as interstate traffic.

(c) *Rules and regulations suspended.* The operation of all rules and regulations insofar as they conflict with the provisions of this order is hereby supsended.

(d) *Effective date.* This order shall become effective at 12:01 a.m., August 1, 1964.

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., August 31, 1964, unless otherwise modified, changed, suspended, or annulled by order of this Commission.

(Secs. 1, 12, 15, 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15. Interprets or applies Sec. 1(10–17), 15(4), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10–17), 15(4))

It is further ordered, That copies of this order and direction shall be served upon the Vermont Public Service Commission; the American Short Line Railroad Association; and the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Safety and Service Board No. 1.

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

[F.R. Doc. 64-7811; Filed, Aug. 4, 1964; 8:48 a.m.]

SUBCHAPTER E—INTERMODAL TRANSPORTATION

[Ex Parte No. 230]

PART 500—PRACTICES OF FOR-HIRE CARRIERS OF PROPERTY PARTICIPATING IN TRAILER-ON-FLATCAR SERVICE

Substituted Service—Charges and Practices of For-Hire Carriers and Freight Forwarders; Piggyback Service

At a general session of the Interstate Commerce Commission, held at its office

in Washington, D.C., on the 22d day of July A.D. 1964.

Upon consideration of the record in the above-entitled proceeding, and of:

1. Petition filed May 18, 1964, by the Association of American Railroads for reconsideration.
2. Petition filed May 18, 1964, by the Eastern Railroads for reconsideration.
3. Petition filed May 18, 1964, by the Class I Railroads of the Western District, except the Illinois Central Railroad Company and the Gulf Mobile and Ohio Railroad Company, for reconsideration.
4. Petition filed May 18, 1964, by the Railroads operating in the Southern Freight Association Territory, except the Southern Railway System and the St. Louis-San Francisco Railway Company, for reconsideration.
5. Petition filed May 18, 1964, by the New York Central Railroad Company for reconsideration.
6. Petition filed May 18, 1964, by the Southern Railway System for reconsideration.
7. Petition filed May 18, 1964, by American Trucking Associations, Inc., and affiliated associations and member motor carriers for reconsideration.
8. Petition filed May 18, 1964, by Spector Freight System, Inc., for reconsideration.
9. Petition filed May 18, 1964, by the Freight Forwarders Institute and individual freight forwarders for reconsideration.
10. Petition filed May 18, 1964, by Sea-Land Service, Inc., for reconsideration.
11. Reply filed June 8, 1964, by the Eastern Railroads to the petitions in (6), (7), and (9) above.
12. Reply filed June 8, 1964, by Class I Railroads of the Western District, except the Illinois Central Railroad Company and the Gulf Mobile and Ohio Railroad Company, to the petitions in (6), (7), and (9) above.
13. Reply filed June 8, 1964, by the Railroads operating in the Southern Freight Association Territory, except the Southern Railway System and the St. Louis-San Francisco Railway Company, to the petition in (7) above.
14. Reply filed June 8, 1964, by the New York Central Railroad Company to the petition in (7) above.
15. Reply filed June 8, 1964, by the Southern Railway System to the petitions in (2) and (7) above.
16. Reply filed June 8, 1964, by the American Trucking Associations, Inc., and affiliated associations and member motor carriers to the petitions in (1) through (10), except the petition in (7) above.
17. Reply filed June 8, 1964, by the Contract Carrier Conference of the American Trucking Associations, Inc., to the petitions in (1) through (9), except those in (5) and (8) above.
18. Reply filed June 8, 1964, by the National Automobile Transporters Association to the petitions in (1) through (6) and (9) above.
19. Reply filed June 8, 1964, by the Freight Forwarders Institute and individual freight forwarders to the petitions in (7) and (8) above.
20. Reply filed June 8, 1964, by the National Industrial Traffic League to the petition in (7) above.
21. Reply filed June 8, 1964, by the Manufacturing Chemists' Association, Inc., to the petition in (7) above.
22. Reply filed June 5, 1964, by Swift & Company to the petition in (7) above.

and good cause appearing therefor:

We find, that the arguments made and the matters raised in the above-described pleadings do not warrant modification of the findings made or the conclusions reached in the report, 322 I.C.C. 301, and order entered herein on March 16, 1964; and,

It is ordered, That the above-described petitions be, and they are hereby, denied, for the reasons that the findings of the said report and order herein of March 16, 1964 (29 F.R. 4914, 8421), are in accordance with the evidence and the applicable law and that the regulations, 49 CFR 500, prescribed in the said report are reasonable and necessary.

And it is further ordered, That the effective date of the said order of March 16, 1964, be, and it is hereby, fixed as September 11, 1964.

By the Commission.

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

[F.R. Doc. 64-7812; Filed, Aug. 4, 1964; 8:48 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Aleutian Islands National Wildlife Refuge, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulation; upland game; for individual wildlife refuge areas.

ALASKA

ALEUTIAN ISLANDS NATIONAL WILDLIFE REFUGE

Public hunting of upland game on all lands within the Aleutian Islands National Wildlife Refuge, Alaska, is permitted in accordance with all applicable State regulations governing upland game hunting. Information relative to hunting thereon may be obtained from the Refuge Manager, Cold Bay, Alaska.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK, *Regional Director, Portland, Oregon.*

JULY 20, 1964.

[F.R. Doc. 64-7791; Filed, Aug. 4, 1964; 8:47 a.m.]

PART 32—HUNTING

Aleutian Islands National Wildlife Refuge, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

ALASKA

ALEUTIAN ISLANDS NATIONAL WILDLIFE REFUGE

Public hunting of big game on all lands within the Aleutian Islands National Wildlife Refuge, Alaska, is permitted in accordance with all applicable State regulations governing big game hunting, subject to the following special conditions.

(1) Species permitted to be taken: caribou on the islands of Atka, Unimak, and Adak; brown bear on the island of Unimak.

(2) A Federal permit is required to take brown bear on Unimak Island. Permits may be obtained from the Refuge Manager, Aleutian Islands National Wildlife Refuge, Bureau of Sport Fisheries and Wildlife, Cold Bay, Alaska, or from the Game Management Agent, Box 280, Anchorage, Alaska.

(3) Landing of aircraft on Unimak Island or taking aircraft off from Unimak Island, while transporting big game or big game hunters is permitted only in the following areas:

Area No. 1. The airstrip situated at the village of False Pass.

Area No. 2. The airstrip situated at Cape Sarchef.

Area No. 3. The waters of all lakes, bays, and lagoons on or adjacent to Unimak Island.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK, *Regional Director, Portland, Oregon.*

JULY 20, 1964.

[F.R. Doc. 64-7792, Filed, Aug. 4, 1964; 8:47 a.m.]

PART 32—HUNTING

Arctic National Wildlife Range, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

ALASKA

ARCTIC NATIONAL WILDLIFE RANGE

Public hunting of upland game on all lands within the Arctic National Wildlife Range, Alaska, is permitted in accordance with all applicable State laws governing upland game hunting. Information relative to hunting thereon may be obtained from the Refuge Supervisor,

Bureau of Sport Fisheries and Wildlife, P.O. Box 500, Kenai, Alaska.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK,
Regional Director,
Portland, Oregon.

JULY 20, 1964.

[F.R. Doc. 64-7793; Filed, Aug. 4, 1964; 8:47 a.m.]

PART 32—HUNTING

Arctic National Wildlife Range, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

ALASKA

ARCTIC NATIONAL WILDLIFE RANGE

Public hunting of big game on all lands within the Arctic National Wildlife Range, Alaska, is permitted in accordance with all applicable State regulations governing big game hunting. Information relative to hunting thereon may be obtained from the Refuge Supervisor, Bureau of Sport Fisheries and Wildlife, P.O. Box 500, Kenai, Alaska.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK,
Regional Director,
Portland, Oregon.

JULY 20, 1964.

[F.R. Doc. 64-7794; Filed, Aug. 4, 1964; 8:47 a.m.]

PART 32—HUNTING

Bering Sea National Wildlife Refuge, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

ALASKA

BERING SEA NATIONAL WILDLIFE REFUGE

Public hunting of big game on all lands within the Bering Sea National Wildlife Refuge, Alaska, is permitted in accordance with all applicable State regulations governing big game hunting, subject to the following special conditions:

(1) A Federal permit is required to enter the Refuge. Permits may be obtained from the Refuge Supervisor, Bureau of Sport Fisheries and Wildlife, P.O. Box 500, Kenai, Alaska.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK,
Regional Director,
Portland, Oregon.

JULY 20, 1964.

[F.R. Doc. 64-7795; Filed, Aug. 4, 1964; 8:47 a.m.]

PART 32—HUNTING

Clarence Rhode National Wildlife Range, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

ALASKA

CLARENCE RHODE NATIONAL WILDLIFE RANGE

Public hunting of upland game on all lands within the Clarence Rhode National Wildlife Range, Alaska, is permitted in accordance with all applicable State regulations governing upland game hunting. Information relative to hunting thereon may be obtained from the Refuge Manager, Bethel, Alaska.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK,
Regional Director,
Portland, Oregon.

JULY 20, 1964.

[F.R. Doc. 64-7796; Filed, Aug. 4, 1964; 8:47 a.m.]

PART 32—HUNTING

Izembek National Wildlife Range, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

ALASKA

IZEMBEK NATIONAL WILDLIFE RANGE

Public hunting of upland game on all lands within the Izembek National Wildlife Range, Alaska, is permitted in accordance with all applicable State regulations governing upland game hunting, subject to the following special condition: The landing of aircraft is prohibited except in the event of emergency. Information relative to hunting thereon may be obtained from the Refuge Supervisor, Bureau of Sport Fisheries and Wildlife, P.O. Box 500, Kenai, Alaska.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

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

JULY 24, 1964.

[F.R. Doc. 64-7797; Filed, Aug. 4, 1964; 8:47 a.m.]

PART 32—HUNTING

Izembek National Wildlife Range, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

ALASKA

IZEMBEK NATIONAL WILDLIFE RANGE

Public hunting of big game on all lands within the Izembek National Wildlife Range, Alaska, is permitted in accordance with all applicable State regulations governing big game hunting, subject to the following special condition: The landing of aircraft is prohibited except in the event of emergency. Information relative to hunting may be obtained from the Refuge Supervisor, Bureau of Sport Fisheries and Wildlife, P.O. Box 500, Kenai, Alaska.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

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

JULY 20, 1964.

[F.R. Doc. 64-7798; Filed, Aug. 4, 1964; 8:47 a.m.]

PART 32—HUNTING

Kenai National Moose Range, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

ALASKA

KENAI NATIONAL MOOSE RANGE

Public hunting of upland game on all lands within the Kenai National Moose Range, Alaska, is permitted in accordance with all applicable State regulations governing upland game hunting, subject to the following special conditions:

(1) On that portion of the Kenai National Moose Range lying south of the Kenai River, except in the event of emergency, the landing of aircraft is prohibited except in the following areas:

Area No. 1. All lakes, streams and other bodies of water except that aircraft may not be landed on any glacier.

Area No. 2. The airstrip situated near the south side of Upper Funny River at longitude 150°26'50" W., latitude 60°12'-20" N.

Area No. 3. The airstrip situated near the west side of Funny River at longitude 150°44'52" W., latitude 60°20'12" N.

Area No. 4. The airstrip situated near the north side of Fox River at longitude 150°44' W., latitude 59°58'30" N.

All coordinates are approximate.

This area is delineated on maps available at Refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 3737, Portland, Oregon, 97208.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK,
Regional Director,
Portland, Oregon.

JULY 20, 1964.

[F.R. Doc. 64-7799; Filed, Aug. 4, 1964; 8:48 a.m.]

PART 32—HUNTING

Kenai National Moose Range, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

ALASKA

KENAI NATIONAL MOOSE RANGE

Public hunting of big game on all lands within the Kenai National Moose Range, Alaska, is permitted in accordance with all applicable State regulations governing big game hunting, subject to the following special conditions:

(1) On that portion of the Kenai National Moose Range lying south of the Kenai River, except in the event of emergency, the landing of aircraft is prohibited except in the following areas:

Area No. 1. All lakes, streams and other bodies of water except that aircraft may not be landed on any glacier.

Area No. 2. The airstrip situated near the south side of Upper Funny River at longitude 150°26'50" W., latitude 60°-12'20" N.

Area No. 3. The airstrip situated near the west side of Funny River at longitude 150°44'52" W., latitude 60°20'12" N.

Area No. 4. The airstrip situated near the north side of Fox River at longitude 150°44' W., latitude 50°58'30" N.

All coordinates are approximate.

This area is delineated on maps available at Refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 3737, Portland, Oregon, 97208.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK,
Regional Director,
Portland, Oregon.

JULY 20, 1964.

[F.R. Doc. 64-7800; Filed, Aug. 4, 1964; 8:48 a.m.]

PART 32—HUNTING

Kodiak National Wildlife Refuge, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

ALASKA

KODIAK NATIONAL WILDLIFE REFUGE

Public hunting of upland game on all lands within the Kodiak National Wildlife Refuge, Alaska, is permitted in accordance with all applicable State regulations governing upland game hunting, subject to the following special conditions:

(1) The landing of aircraft on the Kodiak National Wildlife Refuge is prohibited, except on the lakes, streams, and other bodies of water, except in the event of an emergency.

Information relative to hunting thereon may be obtained from the Refuge headquarters, Kodiak, Alaska.

The provisions of this special regulations supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK,
Regional Director,
Portland, Oregon.

JULY 20, 1964.

[F.R. Doc. 64-7801; Filed, Aug. 4, 1964; 8:48 a.m.]

PART 32—HUNTING

Kodiak National Wildlife Refuge, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.32 Special regulations; big game; for individual wildlife refuge areas.

ALASKA

KODIAK NATIONAL WILDLIFE REFUGE

Public hunting of big game on all lands within the Kodiak National Wildlife Refuge, Alaska, is permitted in accordance with all applicable State regulations governing big game hunting, subject to the following special conditions:

(1) The landing of aircraft on the Kodiak National Wildlife Refuge is prohibited, except on the lakes, streams, and other bodies of water, except in the event of an emergency.

Information relative to hunting thereon may be obtained from Refuge headquarters, Kodiak, Alaska.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1965.

PAUL T. QUICK,
Regional Director,
Portland, Oregon.

JULY 20, 1964.

[F.R. Doc. 64-7802; Filed, Aug. 4, 1964; 8:48 a.m.]

PART 32—HUNTING

Nunivak National Wildlife Refuge, Alaska

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

ALASKA

NUNIVAK NATIONAL WILDLIFE REFUGE

Public hunting of upland game on all lands within the Nunivak National Wildlife Refuge, Alaska, is permitted in accordance with all applicable State regulations governing upland game hunting. Information relative to hunting on the refuge may be obtained from Refuge Supervisor, Bureau of Sport Fisheries and Wildlife, P.O. Box 500, Kenai, Alaska.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through June 30, 1964.

PAUL T. QUICK,
Regional Director,
Portland, Oregon.

JULY 20, 1964.

[F.R. Doc. 64-7803; Filed, Aug. 4, 1964; 8:48 a.m.]

PART 32—HUNTING

Big Game Hunting

Pursuant to the authority vested in the Secretary of the Interior by the Migratory Bird Conservation Act of February 18, 1929, as amended (45 Stat. 1222; 16 U.S.C. 715), 50 CFR 32.31 is amended by the addition of Clear Lake National Wildlife Refuge, California, to the list of wildlife refuges open to the hunting of big game.

It has been determined that the regulated hunting of big game may be permitted on the Clear Lake National Wildlife Refuge without detriment to the objectives for which the area was established.

Notice and public procedure on this amendment are deemed contrary to the public interest because of the proximity of the big game season in the State of California. Since the amendment benefits the public by relieving existing hunting restrictions on the Clear Lake National Wildlife Refuge, it shall become effective upon publication in the FEDERAL REGISTER.

1. Section 32.31 is amended by the addition of the following area as one where hunting of big game is authorized:

§ 32.31 List of open areas; big game.

* * * * *

CALIFORNIA

Clear Lake National Wildlife Refuge.

STEWART L. UDALL,
Secretary of the Interior.

JULY 29, 1964.

[F.R. Doc. 64-7804; Filed, Aug. 4, 1964; 8:48 a.m.]

Title 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

PART 545—HOMEWORKERS IN THE FABRIC AND LEATHER GLOVE INDUSTRY; THE HANDKERCHIEF, SCARF, AND ART LINEN INDUSTRY; THE CHILDREN'S DRESS AND RELATED PRODUCTS INDUSTRY; THE WOMEN'S AND CHILDREN'S UNDERWEAR AND WOMEN'S BLOUSE INDUSTRY; THE NEELEWORK AND FABRICATED TEXTILE PRODUCTS INDUSTRY; AND THE SWEATER AND KNIT SWIMWEAR INDUSTRY IN PUERTO RICO

Piece Rates

On June 19, 1964, a notice proposing to increase the piece rates contained in Schedule C of 29 CFR 545.13 commensurate with increases in minimum hourly wage rates was published in the FEDERAL REGISTER (29 F.R. 7823). Interested persons were given 15 days to file written statements of data, views, and argument in regard to the proposal. None were received. Accordingly, I have decided to and do hereby adopt the proposal without change.

As this amendment merely articulates changed piece rates already in effect pursuant to 29 CFR 545.9, good cause is hereby found to make them effective without delay and they shall be effective immediately.

Signed at Washington, D.C., this 29th day of July 1964.

CLARENCE T. LUNDQUIST,
Administrator.

The revised schedule reads as follows:

§ 545.13 Piece rates established in accordance with § 545.9.

* * * * * * *

SCHEDULE C—PRICE RATE SCHEDULE FOR THE FABRIC AND LEATHER GLOVE INDUSTRY IN PUERTO RICO [1]

No.	Operation	Ladies' woven or knitted fabric gloves (1)	Leather gloves [2] Ladies' (2)	Leather gloves [2] Men's (3)	Unit of payment
		Cents	*Cents*	*Cents*	
188	Buttons, slip stitches with tape, 1 button per glove.			75.000	Per dozen pairs.
189	Buttonholes, stitched in and outside, 1 buttonhole per glove.			100.000	Do.
190	Crede stitch, 5 to 6 stitches per inch	0.391			Per inch.
191	Egyptian stitch, 5 to 6 stitches per inch		0.686		Do.
192	Feather stitch, 5 to 6 stitches per inch	.469	.862		Do.
193	Large stitch (husky), 5 to 6 stitches per inch			.617	Do.
194	Regular stitch, 5 to 6 stitches per inch	.308	.647	.617	Do.
195	Slip stitch, hem only, 5 to 6 stitches per inch	.199	.442	.442	Do.
196	Slip stitch, reinforcement on slit, 5 to 6 stitches per inch, when sewing has been faced on by machine.		.442	.442	Do.
197	Swagger stitch, 5 to 6 stitches per inch	.308	.647	.617	Do.
198	Whip stitch, 5 to 6 stitches per inch	.308	.647	.617	Do.

[1] Piece rates apply only to hand-sewing operations. For description of operations included under "hand-sewing" see definitions in applicable section of the wage order.

[2] The hourly minimum wage rates applicable to leather gloves are also applicable to combination leather and fabric gloves. However, piece rates for combination leather and fabric gloves must be set by employers in accordance with section 545.10.

(52 Stat. 1062, as amended; 29 U.S.C. 206)

[F.R. Doc. 64-7779; Filed, Aug. 4, 1964; 8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

AGRICULTURAL MARKETING SERVICE

[7 CFR Part 1066]

[Docket No. AO-122-A11]

MILK IN SIOUX CITY, IOWA, MARKETING AREA

Notice of Recommended Decision and Opportunity To File Written Exceptions on Proposed Amendment to Tentative Marketing Agreement and to Order

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), notice is hereby given of the filing with the Hearing Clerk of this recommended decision with respect to proposed amendments to the tentative marketing agreement and order regulating the handling of milk in the Sioux City, Iowa, marketing area. Interested parties may file written exceptions to this decision with the Hearing Clerk, United States Department of Agriculture, Washington, D.C., 20250, not later than the close of business the third day after publication of this decision in the FEDERAL REGISTER. The exceptions should be filed in quadruplicate.

PRELIMINARY STATEMENT

The hearing on the record of which the proposed amendment, as hereinafter set forth, to the tentative marketing agreement and to the order as amended, was formulated, was conducted at Sioux City, Iowa, on July 8, 1964, pursuant to notice thereof which was issued June 24, 1964 (29 F.R. 8174).

The sole material issue on the record of the hearing relates to the classification of aerated cream.

FINDINGS AND CONCLUSIONS

The following findings and conclusions on the material issue are based on evidence presented at the hearing and the record thereof:

Classification of aerated cream. The skim milk and butterfat used to produce aerated cream products should be classified as Class II milk. Under the present terms of the order, aerated cream is a Class I product.

None of the health authorities exercising jurisdiction in the marketing area requires that aerated cream be produced from Grade A milk.

Aerated cream products are not processed at any plant regulated under the order at the present time. Handlers, however, distribute aerated cream which is purchased from a plant regulated under the Minneapolis-St. Paul order. Aerated cream is a Class II product under that order. In addition, aerated cream is sold by some grocery stores in the marketing area. This product comes from an unregulated plant or plants. Similar products containing vegetable fats in place of butterfat are also marketed throughout the area.

The proposal to change the classification of aerated cream was supported by both a major handler in the market and by the cooperative association which represents all the producers now supplying the market. The handler who operates plants at Omaha and Lincoln, Nebraska, as well as at Sioux City is desirous of producing his own aerated cream for distribution through all three plants. The Omaha and Lincoln plants are both regulated under the Nebraska-Western Iowa order. Since this order classifies aerated cream as Class II, the product if made in either plant would be a Class II item. The Sioux City plant, however, is the only one with sufficient excess capacity to accommodate the manufacture of this product. The handler states that it would be impossible to produce a product which could compete pricewise with aerated cream from unregulated sources or from other markets where it is classified as Class II if he were required to pay the Class I price for the ingredients used in its manufacture.

The cooperative association supported the reclassification since its manufacture would provide a local outlet for reserve milk in excess of the market's fluid requirements. At the present time surplus milk must be transported to manufacturing plants some distance from Sioux City. The nearest plants which will handle such milk are located at Sioux Falls, South Dakota; Norfolk, Nebraska, and Sibley and Sanborn, Iowa. The cost of moving milk to these plants would be eliminated if there were a local market for such excess milk. Net returns to member producers would thereby be increased.

RULINGS ON PROPOSED FINDINGS AND CONCLUSIONS

A brief and proposed findings and conclusions were filed on behalf of a certain interested party. This brief, proposed findings and conclusions and the evidence in the record were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by the interested party are inconsistent with the findings and conclusions set forth herein, the request to make such findings or reach such conclusions is denied for the reasons previously stated in this decision.

GENERAL FINDINGS

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) The tentative marketing agreement and the order, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) 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 marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as hereby proposed to be 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; and

(c) The tentative marketing agreement and the order, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

RECOMMENDED MARKETING AGREEMENT AND ORDER AMENDING THE ORDER

The following order amending the order as amended regulating the handling of milk in the Sioux City, Iowa, marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out. The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as hereby proposed to be amended:

Section 1066.17 is revised to read as follows:

§ 1066.17 Fluid milk product.

"Fluid milk product" means milk, skim milk, buttermilk, flavored milk and flavored milk drinks, cream, either sweet or sour (including any mixture of skim milk and butterfat containing more than six percent butterfat except aerated cream and mixes for frozen desserts and ice cream), and eggnog.

Signed at Washington, D.C., on July 31, 1964.

CLARENCE H. GIRARD,
Deputy Administrator.

[F.R. Doc. 64-7842; Filed, Aug. 4, 1964; 8:51 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 93 [New]]

[Reg. Doc. No. 6055; Notice 64-37A]

SPIRIT OF ST. LOUIS AND LOBMASTER AIRPORTS

Supplemental Notice of Proposed Rule Making

The Federal Aviation Agency has under consideration a proposed amendment to Part 93 [New] of the Federal Aviation Regulations which would require pilots operating to, from, or on the Lobmaster and Spirit of St. Louis Airports to conform to special traffic patterns and to comply with special air traffic rules.

In this connection, a notice of proposed rule making and public hearing was published in the FEDERAL REGISTER on June 24, 1964 (29 F.R. 8012) and interested persons are referred to that notice for a statement of facts and circumstances relating to this matter.

A public hearing was held at Lambert Field, St. Louis, Missouri, on the evening of July 15, 1964. Views and comments of interested persons were heard and a record of the proceedings was made. On that occasion there were indications and representation that additional time for formulation and presentation of views and comments might be necessary, and petitions for a continuance or additional hearing at a later date have been submitted.

Accordingly, in the interest of clarifying certain issues and affording all persons adequate opportunity to be heard, the FAA will hold a public hearing on August 19, 1964, commencing at 9 a.m., c.d.t. to receive further views and comments of interested persons concerning the amendments proposed. The hearing will convene at the International Room, Albert Pick Motel, 4625 N. Lindbergh Road, Bridgeton, Missouri.

It is not necessary for persons who appeared at the previous hearing to reappear as all views and comments received at that hearing or submitted to the docket will be considered prior to promulgation of any amendments to the rules.

This hearing is scheduled under § 11.33 [New] of the Federal Aviation Regulations and section 4 of the Administrative Procedure Act (5 U.S.C. 1003). Persons desiring to be heard are requested to notify the Director, Air Traffic Service, Federal Aviation Agency, Attention: Chief, Airspace Regulations and Procedures Division, Washington, D.C., 20553 by August 14, 1964.

In addition, interested persons may participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553.

All communications received on or before August 31, 1964 will be considered by the Administrator before taking action on the proposed rule. The proposed amendment may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comment, in the rules docket for examination by interested persons.

Issued in Washington, D.C., on July 31, 1964.

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

[F.R. Doc. 64-7904; Filed, Aug. 4, 1964; 8:50 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 21]

[Docket No. 14615, RM-308; FCC 64-723]

NATIONWIDE TWO-WAY PUBLIC AIR-GROUND RADIOTELEPHONE SERVICE

Notice of Proposed Rule Making

On June 5, 1963, the Commission adopted a Report and Order in the above-entitled proceeding rejecting the regular air-ground radiotelephone system proposed by the American Telephone and Telegraph Company. (FCC 63-512; 28 F.R. 6093, June 14, 1963) Petitions for reconsideration were filed by AT&T and by the General Motors Corporation; and a reply thereto was filed jointly by Aeronautical Radio, Inc., and the Air Transport Association of America.

In its Report and Order, the Commission advised existing licensees that they would be permitted to continue air-ground radiotelephone operations on a developmental basis through September 10, 1964. This fifteen month period was set aside to provide an opportunity for interested organizations to study the problem further and to plan a suitable developmental program. We expressed our intention at that time to terminate existing developmental authorizations as of September 10, 1964, in the event that an acceptable developmental program had not been initiated or proposed by that time.

During the interim period, no new developmental program meeting the standards specified in the Report and Order has been brought to the attention of the Commission. We have given consideration, however, to the possibility that a useful—if less comprehensive—air-ground radiotelephone system may be derived from the developmental work carried out during the last seven years. Our studies of limited air-ground systems have now progressed to the point where it appears that such a modified system may warrant further comment by interested parties in this proceeding. We also note that the Radio Technical Commission for Aeronautics (RTCA) has established a Subcommittee 106 (SC-106) to study the air-ground public radiotelephone service problem, but that its work has not been concluded. Time also will be required to study the RTCA report when it becomes available. While these matters are under consideration, we do not believe that the public interest would be served by interrupting current air-ground developmental operations.

Air-ground radiotelephone licensees are accordingly advised that the Commission will consider applications for renewal of existing developmental authorizations for a period not to exceed one year beyond the present expiration date of September 10, 1964. In accordance with the policy stated in the Report and Order, applications contemplating expansion of the existing developmental system beyond the present 10 ground stations and the presently authorized mobile aircraft units will not be accepted.

Adopted: July 29, 1964.

Released: July 31, 1964.

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

[F.R. Doc. 64-7836; Filed, Aug. 4, 1964; 8:50 a.m.]

[47 CFR Part 73]

[Docket No. 15598, RM-632; FCC 64-771]

TABLE OF TELEVISION CHANNEL ASSIGNMENTS, HARRISBURG, PENNSYLVANIA

Notice of Proposed Rule Making

1. Notice of proposed rule making is hereby given in the above-entitled matter.

2. The Commission has under consideration certain documents recently filed by South Central Educational Broadcasting Council (SCEBC) and Hudson Broadcasting Corp. (Hudson), respectively the permittees on UHF channels *65 and 33 at Harrisburg, Pennsylvania. SCEBC, which is the Pennsylvania state educational television group for the Harrisburg area, seeks to have Channel 33 reserved there for educational use and its construction permit on Channel *65 (granted June 30, 1964) modified accordingly. Hudson, whose station WDTV has never operated on Channel 33,[1] consents to deletion of its Channel 33 CP and reservation of the channel on certain conditions.

3. On June 25, 1964 SCEBC filed, in the over-all UHF allocation proceeding (Docket 14229), a "Petition to Accept Late-Filed 'Reply Comments and Request for Expeditious Finalization of Assignments, and Other Relief'", along with the reply comments and request referred to in its "Petition". As reason for its late filing (reply comments in the proceeding were due June 3, 1964) it

[1] In terms of continuity of operating authority, WDTV is the successor of Station WCMB-TV, which operated on another UHF channel at Harrisburg from 1954 until the spring of 1957, and which was owned by a predecessor in interest of Hudson. Channel 33 was assigned to Harrisburg in 1961, after a rule-making proceeding (Docket No. 13610).

states that it is committed to begin programming in the fall of 1964, and only recently did it appear that Channel 33 might be available at this time because Hudson would consent to reservation. It urges that an immediate reservation of the channel be made, in advance of final resolution of the over-all proceeding and indeed before August, so that SCEBC may start preparing to use the channel in meeting its commitments and obtain Federal matching funds (which are not available to new stations except those on reserved channels). Also urged are the advantages lower UHF channels are said to have over higher channels in the present state of the art, including better coverage (SCEBC asserts that it must cover a wide area) and lower costs (said to be up to $30,000). It is asserted that no other party has shown an interest in Channel 33 at Harrisburg, and that there are no inconsistent proposals before the Commission.

4. Contrary to SCEBC's last-mentioned assertion, there are proposals for UHF assignments which to some extent conflict with a Harrisburg Channel 33 assignment—requests for use of Channel 18 at Baltimore, which would be slightly short-spaced under the provisions of Section 73.698 (the required spacing is 75 miles). Channel 18 was deleted from Baltimore in 1961 in the rule-making (Docket 13610) in which Channel 33 was assigned to Harrisburg. For this reason alone, even if it were otherwise appropriate, we cannot properly act immediately on the basis of SCEBC's request, as to which other parties have had no notice or opportunity to reply whatsoever and which might affect their interests. Therefore we cannot grant SCEBC's request for immediate action.[2]

5. However, we believe that SCEBC's proposal clearly warrants consideration, since there are advantages, at the present time, in using lower UHF channels (for example, in the Harrisburg situation the public convenience and cause of educational TV may well be better served by having all of the UHF stations close together in the UHF band). SCEBC requested, in the alternative, that an expedited rule-making proceeding on its proposal be instituted. Therefore we are instituting the present proceeding looking toward reservation of Channel 33. Moreover, we believe expedition is in order so that, if the proposal is in the public interest, the channel may be reserved as quickly as possible. Therefore we are allowing a relatively short period for comments and reply comments.

6. In proposing the reservation of Channel 33, we are not expressing approval of any arrangement which may exist between SCEBC and Hudson. As set forth in a document filed by Hudson on July 13, 1964, in return for consenting to reservation of the channel and deletion of its construction permit Hudson is to receive either $35,000 or $45,000, depending on when SCEBC chooses to pay the money. This does not include any physical assets whatsoever. We have authority to consider agreements, involving consideration, other than those falling within the letter of section 311(c) of the Act. National Broadcasting Company, FCC 63-257, 25 R.R. 657. The propriety of any arrangement existing here—which in its present form amounts to payment for a bare permit—is one of the matters which will be considered in resolving this proceeding, and one to which parties should direct comments.

7. In view of the foregoing, by this Notice we invite comment on whether Channel 33 at Harrisburg should be reserved for educational use, with deletion of the reservation on Channel 65, and amendment of § 73.606 accordingly. Present and proposed[3] channels at Harrisburg are:

	Present	Proposed
Harrisburg, Pa.	21+, 27−, 33+, *65	21+, 27−, *33+, 65

If it is determined that the public interest will be served by the change proposed, the Commission will take such further action as may be appropriate with respect to outstanding authorizations.

8. Authority for the adoption of the amendment proposed herein is contained in sections 4(i), and 303 (c) and (f) of the Communications Act of 1934, as amended.

9. Pursuant to the applicable procedures set out in Section 1.415 of the rules, interested parties may file comments on or before August 21, 1964, and reply comments on or before August 28, 1964. All submissions by parties to this proceeding or by persons acting in behalf of such parties must be made in written comments, reply comments or other appropriate pleadings.

10. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished the Commission. Attention is directed to the provisions of paragraph (c) of Section 1.419 which require that any person desiring to file identical documents in more than one docketed rule making proceeding shall furnish the Commission two additional copies of any such document for each additional docket unless the proceedings have been consolidated.

11. In view of the foregoing: *It is ordered,* That the "Petition to Accept Late-Filed 'Reply Comments and Request for Expeditious Finalization of Assignments, and for Other Relief'" is denied, insofar as it requests acceptance of late filing in Docket No. 14229; and it and the accompanying pleadings are denied in all other respects except insofar as they request the institution of the rule-making announced herein, proposing reservation of Channel 33 at Harrisburg, Pennsylvania, for educational use.

Adopted: July 29, 1964.

Released: July 31, 1964.

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

[F.R. Doc. 64-7837; Filed, Aug. 4, 1964; 8:50 a.m.]

[2] There is some merit in SCEBC's argument that it would be prohibitively expensive for it to proceed with preparations for a Channel 65 operation when it may get Channel 33 which it wishes. However, we also point out that there is much that can be done, construction-wise, before the matter of which channel will be used is resolved.

[3] Our proposal in Docket 14229 is to retain the present assignments at Harrisburg. The NAEB proposal, advanced as a comment in that proceeding, also proposes three commercial and one educational channels for that city.

[47 CFR Part 73]

[Docket No. 15521]

ANTENNA SYSTEMS FOR FM BROADCAST STATIONS; HORIZONTAL AND CIRCULAR OR ELLIPTICAL POLARIZATION

Order Extending Time to File Comments and Reply Comments

1. Triangle Publications, Inc. (Radio & Television Division) has formally requested that the time to file comments and reply comments in this proceeding, which the notice of proposed rule making, adopted June 24, 1964 (FCC 64-578), set as August 3 and 23, 1964, be respectively extended to and including November 3 and 23, 1964.

2. As licensee of WNHC-FC, New Haven, Connecticut, with respect to which it recently installed a circular polarized antenna (BPH-4189), and for which program test authority was issued on July 2, 1964, Triangle has had measurements made to determine such antenna's effectiveness, and it intends to make further measurements with present arrangements for doing so in late August and September. Since this data should prove useful in this proceeding, the extension of time is deemed appropriate to make the further measurements and properly compile the data.

3. It appears that good cause exists for the Commission to extend the time for filing both comments and reply comments in this proceeding in these circumstances.

4. *Accordingly, it is hereby ordered,* That the time within which to file comments in this proceeding is extended to and including November 3, 1964. *Also, it is ordered,* That the time within which to file reply comments is extended to and including November 23, 1964.

5. This action is taken pursuant to authority found in sections 4(i), 5(d)(1), and 303(r) of the Communications Act of 1934, as amended, and section 0.281 (d)(8) of the Commission's Rules and Regulations.

Dated: July 30, 1964.

Released: July 30, 1964.

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

[F.R. Doc. 64-7838; Filed, Aug. 4, 1964; 8:50 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

NEVADA

Notice of Proposed Withdrawal and Reservation of Lands

JULY 28, 1964.

The U.S. Forest Service has filed an application, Serial Number Nevada 064767, to extend the boundaries of the Humboldt National Forest to include the lands described below to be used to enlarge an existing public recreation area. The public land listed will be withdrawn from all forms of appropriation under the public land laws, except to such forms of disposition as may by law be made of national forest lands and the mining and mineral leasing laws.

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, Post Office Box 1551, Reno, Nev.

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 U.S. Forest Service.

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:

MOUNT DIABLO MERIDIAN, NEVADA

T. 36 N., R. 61 E.,
Sec. 2, NW¼NW¼SE¼, S½N½SE¼.

The land described above contains 50 acres.

DANIEL P. BAKER,
Chief, Division of Lands and Minerals Management.

[F.R. Doc. 64-7751; Filed, Aug. 4, 1964; 8:45 a.m.]

IDAHO

Notice of Filing of Idaho Protraction Diagrams

JULY 28, 1964.

Notice is hereby given that effective at and after 10:00 a.m. on August 31, 1964, the following protraction diagrams are officially filed of record in the Idaho Land Office, Room 327, Federal Building, Boise, Idaho, 83701, and are available to the public as a matter of information only. In accordance with Title 43, Code of Federal Regulations, these protractions will become the basic record for describing the land for all authorized uses. Until this date and time the diagrams have been placed in open files and are available to the public for information only.

IDAHO PROTRACTION DIAGRAMS 1, 3 & 4

BOISE MERIDIAN

Approved May 11, 1964

No. 1

T. 64 N., R. 3 E.
T. 65 N., R. 3 E.

No. 3

T. 64 N., R. 3 W.
T. 65 N., R. 3 W.
T. 64 N., R. 4 W.
T. 65 N., R. 4 W.
T. 64 N., R. 5 W.
T. 65 N., R. 5 W.

No. 4

T. 59 N., R. 2 E.
T. 60 N., R. 2 E.
T. 59 N., R. 3 E.
T. 60 N., R. 3 E.
T. 61 N., R. 1 E.

Copies of these diagrams are for sale at one dollar ($1.00) each by the Cadastral Engineering Office, Bureau of Land Management, Post Office Box 2237, Boise, Idaho, 83701.

CURTIS TAYLOR,
Acting Manager, Land Office, Boise, Idaho.

[F.R. Doc. 64-7780; Filed, Aug. 4, 1964; 8:46 a.m.]

Office of the Secretary

HUBBELL CARPENTER

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of July 22, 1964.

Dated: July 22, 1964.

HUBBELL CARPENTER.

[F.R. Doc. 64-7782; Filed, Aug. 4, 1964; 8:47 a.m.]

LEWIS W. LENGNICK

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) No change.
(2) Sold Hawaiian Electric Co., Sold Republic Aviation, Bot General Telephone & Electronics, Bot Communication Satellite, Bot Ling-Tempco-Vought.
(3) No change.
(4) No change.

This statement is made as of July 22, 1964.

Dated: July 22, 1964.

LEWIS W. LENGNICK.

[F.R. Doc. 64-7783; Filed, Aug. 4, 1964; 8:47 a.m.]

JOHN LAWRENCE McNEALEY

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of July 22, 1964.

Dated: July 22, 1964.

J. L. MCNEALEY.

[F.R. Doc. 64-7784; Filed, Aug. 4, 1964; 8:47 a.m.]

JULIO A. NEGRONI

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) Change in title from "Acting Assistant Executive Director for Electrical Planning Construction and Research" to "Assistant Executive Director for Electrical Planning Construction and Research", in the Puerto Rico Water Resources Authority (a public corporation of the Commonwealth of Puerto Rico).
(2) No change.
(3) No change.
(4) No change.

This statement is made as of July 22, 1964.

Dated: July 22, 1964.

JULIO A. NEGRONI.

[F.R. Doc. 64-7785; Filed, Aug. 4, 1964; 8:47 a.m.]

ROBERT R. REND

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) None.
(2) The Montana Power Company, American Telephone & Telegraph Co., Investors Mutual Inc., New York Life Insurance Co., General Motors, DuPont.
(3) None.
(4) None.

This statement is made as of July 1, 1964.

Dated: July 24, 1964.

ROBERT R. REND.

[F.R. Doc. 64-7786; Filed, Aug. 4, 1964; 8:47 a.m.]

RAYMOND V. SELANDER

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of July 27, 1964.

Dated: July 27, 1964.

RAYMOND V. SELANDER.

[F.R. Doc. 64-7787; Filed, Aug. 4, 1964; 8:47 a.m.]

CHARLES W. WATSON

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) No change.
(2) No change.
(3) No change.
(4) No change.

This statement is made as of July 21, 1964.

Dated: July 21, 1964.

C. W. WATSON.

[F.R. Doc. 64-7788; Filed, Aug. 4, 1964; 8:47 a.m.]

CARL H. WILLIAMS

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) None.
(2) Delete Dubois Chemical Company, Delete Freeport Sulphur Company, Add W. R. Grace.
(3) None.
(4) None.

This statement is made as of July 28, 1964.

Dated: July 28, 1964.

CARL H. WILLIAMS.

[F.R. Doc. 64-7789; Filed, Aug. 4, 1964; 8:47 a.m.]

ALAN A. WOODWARD

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) no change.
(2) no change.
(3) no change.
(4) no change.

This statement is made as of July 27, 1964.

Dated: July 27, 1964.

ALAN A. WOODWARD.

[F.R. Doc. 64-7790; Filed, Aug. 4, 1964; 8:47 a.m.]

Office of the Solicitor

[Solicitor's Reg. 20]

ASSISTANT SOLICITOR, BRANCH OF CLAIMS AND CONTRACT APPEALS

Delegation of Authority

JULY 30, 1964.

The Assistant Solicitor, Branch of Claims and Contract Appeals, may exercise all the authority vested in the Solicitor of the Department of the Interior by 210 DM 2.2A(1), relating to claims under the Federal Tort Claims Act.

(210 DM 2.2A(1), 24 F.R. 1348; 210 DM 2.3, 24 F.R. 1349)

FRANK J. BARRY,
Solicitor.

[F.R. Doc. 64-7781; Filed, Aug. 4, 1964; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Conservation and Stabilization Service

DEPUTY ADMINISTRATOR OF STATE AND COUNTY OPERATIONS

Delegation of Authority Relating to Setoffs and Withholdings

Pursuant to the authority vested in me by the Setoff and Withholding Regulations published in the FEDERAL REGISTER, dated July 10, 1964 (29 F.R. 9425), the Deputy Administrator, State and County Operations, Agricultural Stabilization and Conservation Service, is hereby authorized, as my designee, to:

1. Specifically authorize setoff pursuant to § 13.4(f) of such regulations.
2. Receive requests for setoff as provided in § 13.6(d) of such rgulations.
3. Issue such procedures and instructions as may be required from time to time as provided in § 13.10 of such regulations.

This delegation supersedes Delegation of Authority No. Ca-82 issued December 2, 1958 (23 F.R. 9496).

Effective date: Date of signature.

Signed at Washington, D.C., on July 30, 1964.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 64-7806; Filed, Aug. 4, 1964; 8:48 a.m.]

Office of the Secretary

COLORADO

Designation of Area for Emergency Loans

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

Pursuant to the authority set forth above, emergency loans will not be made in the above-named county after June 30, 1965, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 31st day of July 1964.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 64-7843; Filed, Aug. 4, 1964; 8:51 a.m.]

DEPARTMENT OF COMMERCE

Bureau of International Commerce

[Case No. 177]

ALEXANDER W. PISK

Order Conditionally Restoring Export Privileges and Placing Respondent on Probation for Two Years

In the matter of Alexander W. Pisk, Freiestrasse 87, Zurich, Switzerland; Case No. 177; respondent.

By order dated April 21, 1954 (19 F.R. 2432) the above named respondent was denied all United States export privileges for the duration of export controls, subject to the privilege of applying for the restoration of such privileges after April 21, 1955. The said respondent has now applied for the restoration of such privileges. The evidence presented shows that the respondent has long since severed his connection with the firms and individual primarily responsible for the violations in which he was involved and that he has complied with the terms of the denial order and has adhered to the export control law and regulations.

Accordingly, it is hereby ordered, That the export privileges of the above named respondent be and hereby are restored conditionally, and the respondent is placed on probation for two years from the date of this order. The conditions of probation are that the respondent shall fully comply with all of the requirements of the Export Control Act, as amended, and all regulations, licenses, and orders issued thereunder, and shall not during said two years and while the denial order is in effect against Franz Hanke or his business organizations, directly or indirectly, assist Franz Hanke or any of his business organizations in any transaction involving commodities or technical data exported or to be exported from the United States, or the servicing thereof.

Upon a finding by the Director, Office of Export Control, or such other official as may be exercising the duties now exercised by him, that said respondent has knowingly failed to comply with the conditions of probation, said official, with or without prior notice to said respondent, by supplemental order, may revoke the probation of said respondent and deny to said respondent all export privileges for such period as said official may deem appropriate. Such order shall not preclude the Bureau of International Commerce from taking further action for any violation as may be warranted.

Two years after the date hereof, if no action has been taken to revoke the respondents probation, he shall have his export privileges restored unconditionally without further order of the Bureau of International Commerce.

Dated: July 24, 1964.

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

[F.R. Doc. 64-7766; Filed, Aug. 4, 1964; 8:46 a.m.]

[Case No. 331]

PHILIP ROTHMAN & SON, INC. AND PAUL ROTHMAN

Order Denying Export Privileges

In the matter of Philip Rothman & Son, Inc., Paul Rothman, 358 Broadway, New York 13, N.Y., Case No. 331; respondents.

By charging letter dated May 19, 1964 the respondents, Philip Rothman & Son, Inc. and Paul Rothman, secretary-treasurer of the corporation, were charged by the Director, Investigations Division, Office of Export Control, Bureau of International Commerce, with violations of the Export Control Act of 1949, as amended, and regulations thereunder. The respondents appeared by counsel.

In accordance with the provisions of § 382.10 of the Export Regulations, with agreement of the Director, Investigations Division, the respondents have proposed that a consent order, substantially in the form hereinafter set forth, be entered against them. For the purpose of this compliance proceeding only the respondents admitted the charges against them, waived all right to an oral hearing before the Compliance Commissioner, and further waived all rights of administrative appeal from, and judicial review of, such order.

The charging letter, respondents' proposal, together with the evidence and other supplemental material were presented to the Compliance Commissioner. He has reviewed such material, approved the proposal, and reported the facts to the undersigned with his recommendation that the consent proposal be accepted.

After reviewing the facts in the case and considering the Compliance Commissioner's recommendations, I hereby make the following findings of fact:

1. The respondent Philip Rothman & Son, Inc. is a corporation with a place of business in New York City and is engaged in the business of importing and exporting textiles. The respondent Paul Rothman is secretary-treasurer of the corporation and is one of the individuals responsible for conducting the affairs of the corporation. The transactions hereinafter set forth were carried out for and on behalf of the corporation by said Paul Rothman.

2. Effective as of July 25, 1963 the Export Regulations have provided that flags (except new flags having 50 stars) made from any textile and also new or reject textiles, textile cuttings and rags (new, old or used) bearing the design of any version of the flag of the United States of America, may not be exported to any country (except where the ultimate destination is Canada) without obtaining a validated license for the exportation from the Office of Export Control, Bureau of International Commerce. The respondents were aware of these provisions of the Export Regulations.

3. On October 24, 1963 the respondents exported from the United States to Liberia 8,328 pounds of reject cotton cloth bearing the design of a version of the flag of the United States.

4. The respondents made the aforesaid exportation without applying for and obtaining from the Office of Export Control the required validated export license to authorize this exportation.

Based on the foregoing I have concluded that the respondents violated §§ 370.2, 381.2, 381.6, and 399.1 of the U.S. Export Regulations in that they exported and caused to be exported from the United States to Liberia a certain commodity subject to said regulations which commodity required a validated license from the Department of Commerce authorizing the exportation, and the respondents did not obtain such a license.

After Alaska and Hawaii were admitted to statehood, it came to the attention of this Government that materials bearing the design of a version of a U.S. flag, primarily flags with 48 or 49 stars, were being used in foreign countries for purposes not in keeping with the dignity which should be accorded to the flag of the United States. Some of the uses to which such materials were put (e.g. dresses and curtains) were not necessarily for the purpose of degrading this country or its flag but were, however, considered to be improper uses of the flag. Other uses to which such materials were used were even more improper and were offensive to the dignity of the United States. This Government made efforts through individual exporters and textile associations to prevent exportations of such materials for undesirable purposes. Such efforts met with limited success. To prevent further exportations whereby such materials might be used for undesirable purposes the export regulations were amended, effective as of July 25, 1963, to prohibit exportation of such materials without a validated export license. Before such a license would be granted it could be ascertained if the material would be put to proper use and if it appeared that it would not, the license could be rejected.

The respondents in this case were aware of the prohibitions regarding the exportation of flag material and they made the exportation of the material in question in violation of said regulations. Under the sanctions imposed against the respondents they will be prohibited from exporting United States flags and flag material for the duration of export controls.

After considering the record herein, the consent proposal, and the Compliance Commissioner's report and recommendations, I have concluded that the sanctions proposed are fair and reasonable and designed to achieve effective enforcement of the law.

Accordingly, it is hereby ordered,

I. The respondents, their successors or assigns, representatives, agents and employees, for the duration of export controls are hereby denied all privileges of participating, directly or indirectly, in any manner or capacity, in any transaction involving the exportation from the United States of any new or

used U.S. flags or new or used material, including rejects, bearing the design of any version of a flag of the United States, present or former. Without limitation of the generality of the foregoing, participation prohibited in any such transaction involving such commodities either in the United States or abroad shall include participation: (a) As a party or as a representative of a party to any validated export license application; (b) in the preparation or filing of any export license application or reexportation authorization, or document to be submitted therewith; (c) in the obtaining or using of any validated or general export license or other export control documents; (d) in the carrying on of negotiations with respect to, or in the receiving, ordering, buying, selling, delivering, storing, using, or disposing of any such commodities; (e) in the financing, forwarding, transporting, or other servicing of such commodities.

II. Such denial of export privileges shall extend not only to the respondents, but also to their successors or assigns, officers, partners, representatives, agents, and employees, and also to any person, firm, corporation, or other business organization with which they now or hereafter may be related by affiliation, ownership, control, position of responsibility, or other connection in the conduct of trade or services connected therewith.

III. For a period of one year from the effective date of this order the respondents shall be on probation. In the event that the respondents, during the period of probation: (a) Knowingly violate the terms and conditions of this order; or (b) knowingly violate any of the laws or regulations relating to export control, the Director of the Investigations Division may apply to the Compliance Commissioner, after giving the respondents oral or written notice of such proposed application, for an order revoking all export privileges, including those which have not been denied under the terms of this order, for the remaining period of probation. If such action be taken it will in no way limit the Bureau of International Commerce from taking such further action based on such violation as it may deem appropriate. Any application to revoke probation and the proceedings to be conducted thereunder shall be in accordance with the provisions of § 382.16 of the Export Regulations.

IV. During the time when any respondent or other person within the scope of this order is prohibited from engaging in any activity within the scope of Part I hereof, involving commodities therein mentioned, no person, firm, corporation, partnership, or other business organization, whether in the United States or elsewhere, without prior disclosure to and specific authorization from the Bureau of International Commerce, shall do any of the following acts, directly or indirectly, in any manner or capacity, on behalf of or in association with any respondent or other person denied export privileges within the scope of this order, or whereby any such respondent or such other person may obtain any benefit therefrom or have any interest or patricipation therein, directly or indirectly: (a) Apply for, obtain, transfer, or use any license, shipper's export declaration, bill of lading, or other export control document relating to any exportation, reexportation, transshipment or diversion of any commodity included within the terms of this order, exported or to be exported from the United States, by, to, or for any such respondent or other person denied export privileges within the scope of this order; or (b) order, buy, receive, use, sell, deliver, store, dispose of, forward, transport, finance, or otherwise service or participate in any exportation, reexportation, transshipment, or diversion of any commodity included within the terms of this order exported or to be exported from the United States.

This order shall become effective on August 4, 1964.

Dated: July 25, 1964.

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

[F.R. Doc. 64-7810; Filed, Aug. 4, 1964; 8:48 a.m.]

Office of the Secretary

RAYMOND E. HEBERT

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER during the past six months:

A. Deletions:
Rank Organization.
Colorado Fuel & Iron Corp.
Savin Business Machine Corp.
B. Additions:
None.

This statement is made as of July 11, 1964.

RAYMOND E. HEBERT.

JULY 14, 1964.

[F.R. Doc. 64-7750; Filed, Aug. 4, 1964; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

CORN PRODUCTS CO.

Filing of Petition Regarding Food Additive Sodium Tripolyphosphate

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1471) has been filed by Corn Products Company, 717 Fifth Avenue, New York, N.Y., 10022, proposing the issuance of an amendment to § 121.1031 to provide for the safe use of a food starch modified by sodium tripolyphosphate to form a monophosphorylated starch ester subsequently reacted with sodium trimetaphosphate.

Dated: July 30, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 64-7822; Filed, Aug. 4, 1964; 8:49 a.m.]

E. I. DU PONT DE NEMOURS AND CO. INC.

Filing of Petition Regarding Food Additive

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1381) has been filed by E. I. du Pont de Nemours and Company, Inc., 1007 Market Street, Wilmington, Del., 19898, proposing the amendment of § 121.2524 *Polyethylene terephthalate film* to provide for the use of additional substances in the production of the base sheet by adding to the list of substances and limitations in paragraph (d)(4)(i), the following item:

Ethylene terephthalate copolymers: Prepared by the copolymerization of dimethyl terephthalate or terephthalic acid with ethylene glycol, modified with one or more of the following: Azelaic acid or its methyl ester; sebacic acid or its methyl ester.

Dated: July 30, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 64-7823; Filed, Aug. 4, 1964; 8:49 a.m.]

MINNESOTA MINING AND MANUFACTURING CO.

Filing of Petition Regarding Food Additives

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1366) has been filed by Minnesota Mining and Manufacturing Co., 2501 Hudson Road, St. Paul, Minn., 55119, proposing that § 121.2577 *Pressure-sensitive adhesives* be amended by changing paragraph (a)(4) to read as follows:

(a) * * *

(4) Substances identified in § 121.1059 other than substances used in accordance with paragraph (a)(2) of this section.

Dated: July 30, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 64-7824; Filed, Aug. 4, 1964; 8:49 a.m.]

MOORMAN MANUFACTURING CO.

Filing of Petition Regarding Food Additive Thiabendazole

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348 (b)(5)), notice is given that a petition (FAP 1440) has been filed by Moorman Manufacturing Company, Quincy, Ill., proposing the amendment of § 121.260 of the food additive regulations for thiabendazole in cattle feed, as follows:

Principal ingredient	Dose	Combined with—	Dose	Limitations	Indications for use
Thiabendazole	1-day treatment; 0.2 lb. wormer per 100 lb. body weight per day (3 gm. thiabendazole per 100 lb. body weight).			For cattle; a 1-day treatment in feed; may repeat once in 2 to 3 weeks; milk taken from treated animals within 4 days after the latest treatment and meat from animals slaughtered within 30 days after the latest treatment must not be used for food.	Treatment of infestations with gastrointestinal roundworms (genera *Trichostrongylus*, *Haemonchus*, *Ostertagia*, and *Cooperia*).
Thiabendazole	3-day treatment; 0.1 lb. wormer per 100 lb. body weight per day (4.5 gm. thiabendazole per 100 lb. body weight.			For cattle; a 3-day treatment in feed; may repeat once in 2 to 3 weeks; milk taken from treated animals within 4 days after the latest treatment and meat from animals slaughtered within 30 days after the latest treatment must not be used for food.	Treatment of infestations with gastrointestinal roundworms (genera *Trichostrongylus*, *Haemonchus*, *Ostertagia*, and *Cooperia*).

Dated: July 30, 1964.

MALCOLM R. STEPHENS,
Assistant Commissioner for Regulations.

[F.R. Doc. 64-7825; Filed, Aug. 4, 1964; 8:49 a.m.]

Social Security Administration

POLAND

Notice of Finding, Regarding Foreign Social Insurance or Pension System

Section 202(t)(2) of the Social Security Act (42 U.S.C. 402(t)(2)) authorizes and requires the Secretary of Health, Education, and Welfare to find whether a foreign country has in effect a social insurance or pension system which is of general application in such country and under which periodic benefits, or the actuarial equivalent thereof, are paid on account of old age, retirement, or death; and whether individuals who are citizens of the United States but not citizens of such foreign country and who qualify for such benefits are permitted to receive such benefits or the actuarial equivalent thereof while outside such foreign country without regard to the duration of the absence.

Pursuant to authority duly vested in him by the Secretary of Health, Education, and Welfare, the Commissioner of Social Security has considered evidence relating to the social insurance or pension system of Poland from which evidence it appears that Poland, beginning March 7, 1957, has a social insurance or pension system of general application which pays periodic benefits on account of old age, retirement, or death, and under which citizens of the United States, not citizens of Poland, who leave Poland, are permitted to receive such benefits or their actuarial equivalent at the full rate without qualification or restriction while outside that country.

Accordingly, it is hereby determined and found that Poland has in effect, beginning with March 7, 1957, a social insurance or pension system which meets the requirements of section 202(t)(2) of the Social Security Act (42 U.S.C. 402(t)(2)).

This revises the finding published in the FEDERAL REGISTER of September 29, 1959 (24 F.R. 7841).

Dated: July 9, 1964.

[SEAL] ROBERT M. BALL,
Commissioner of Social Security.

Approved: July 28, 1964.

ANTHONY J. CELEBREZZE,
Secretary of Health, Education, and Welfare.

[F.R. Doc. 64-7826; Filed, Aug. 4, 1964; 8:50 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 15419]

BLOCKED-SPACE AIR FREIGHT TARIFFS

Notice of Postponement of Prehearing Conference

Notice is hereby given that the prehearing conference in the above-entitled matter is postponed from August 4, 1964, to August 11, 1964, at 10:00 a.m., e.d.s.t., in Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., and reassigned from Examiner Ross I. Newmann to Examiner Ralph L. Wiser.

Dated at Washington, D.C., July 31, 1964.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64-7829; Filed, Aug. 4, 1964; 8:50 a.m.]

[Dockets 14107, 15432; Order No. E-21132]

MOHAWK AIRLINES, INC.

Order of Investigation and Consolidation

Application of Mohawk Airlines, Inc., for renewal and amendment of its certificate of public convenience and necessity with respect to Glens Falls, N.Y., on Segment 3 of Route 94, Docket 14107; In the matter of an investigation into Service to Glens Falls, N.Y., by Mohawk Airlines, Inc., Docket 15432.

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 30th day of July 1964.

On October 23, 1962, Mohawk Airlines, Inc. (Mohawk) filed an application requesting that the Board direct interested parties to show cause why the carrier's authority to serve Glens Falls, N.Y., should not be renewed indefinitely on segment 3 of Route 94[1] and the segment realigned to the extent necessary to designate Glens Falls as an intermediate point between Keene, New Hampshire, and Albany, N.Y.[2]

After a complete analysis of the facts set forth in Mohawk's application and data available to the Board in reports filed regularly by carriers, it appears that Glens Falls' traffic generation on segment 3 has declined significantly since 1959 and that this traffic decline coincided with a cut-back in Mohawk's segment 3 service to Glens Falls.[3]

On the basis of all data available to us, we will not grant Mohawk's request that we issue an order to show cause why its authority should not be renewed. Rather, we will institute an investigation to determine whether or not Mohawk's authority to serve Glens Falls should be renewed. In this regard we reiterate our previous position, that the question of deterioration of air service at small communities is a matter of continuing concern to the Board.[4] Therefore, in this proceeding we will consider

[1] Since Mohawk's authority to serve Glens Falls expired on Feb. 23, 1963, its renewal application was not timely filed pursuant to § 377.10(c) of the Board's special regulations. On November 15, 1962, Mohawk filed a motion requesting the Board to waive the applicability of Part 377. In Order E-19302 dated Feb. 14, 1963, the Board found that Mohawk's failure to file its renewal application within the prescribed time period was attributable to excusable neglect and that for the purposes of invoking section 9(b) of the Administrative Procedure Act, the application would be considered as timely filed.

[2] Mohawk is presently authorized to serve Glens Falls as an alternate intermediate point with Albany on segment 3.

[3] In this connection, we note that Condition 5(a) of Mohawk's certificate requires one daily round trip to Glens Falls before the carrier can exercise its skip stop authority. At the present time, Mohawk overflies Glens Falls on segment 3 although it only schedules a one-half round trip service to Glens Falls on the segment 6 days a week. Therefore, the overflights appear to be in violation of Mohawk's certificate authority. The matter will be referred to the Bureau of Enforcement for appropriate action.

[4] Order E-20774, Apr. 30, 1964.

not only the question of Mohawk's renewal at Glens Falls, but also the issue of whether or not Mohawk's service obligations at Glens Falls on segment 3 should be increased from one daily round trip to two daily round trips before the point may be overflown.

Accordingly, it is ordered,

1. That an investigation be and it hereby is instituted in Docket 15432, pursuant to section 401(g) of the Federal Aviation Act of 1958, as amended, to determine whether the public convenience and necessity require renewal of Mohawk's authority to serve Glens Falls on segment 3 of Route 94 and, if so, what terms, conditions, and limitations, if any, should be imposed in its certificate of public convenience and necessity with respect to service to Glens Falls on segment 3;

2. That Mohawk's application in Docket 14107 which seeks to amend its certificate of public convenience and necessity so as to authorize service to Glens Falls as an intermediate point between Keene, New Hampshire, and Albany, N.Y., for an indefinite period of time be and it hereby is consolidated into Docket 15432; and

3. That a copy of this order shall be served on Mohawk Airlines, Inc.; the Cities of Boston, Worcester, Springfield, and Westfield, Mass.; Providence, R.I.; Kenne, N.H.; Glens Falls, Albany, Utica, Rome, Binghamton, Endicott, Johnson City, Elmira, Corning, Ithaca, Cortland, Syracuse, Auburn, Geneva, Rochester, Buffalo and Niagara Falls, N.Y.; and the State Aeronautical Commissions of Massachusetts, New York, and Rhode Island.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] MABEL MCCART, *Acting Secretary.*

[F.R. Doc. 64-7830; Filed, Aug. 4, 1964; 8:50 a.m.]

[Docket 15433, Order No. E-21133]

PANAMA AERONAUTICA, S.A.

Cancellation of the Foreign Air Carrier Permit; Statement of Tentative Findings and Conclusions and Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 30th day of July 1964.

By Order E-16298, adopted January 6, 1961 and approved by the President January 19, 1961, the Board issued a foreign air carrier permit to Panama Aeronautica, S.A. (Aeronautica) to engage in foreign air transportation of persons, property, and mail between Panama and Miami, Fla. The permit also authorizes its holder to engage in off-route charter trips in foreign air transportation, subject to the terms, conditions and limitations presented by Part 212 of the Board's Economic Regulations.

The Board is in receipt of a communication dated May 15, 1964, from the Government of Panama which requests the cancellation of Aeronautica's foreign air carrier permit. The Government of Panama states that it canceled, on December 17, 1962, the authority of Aeronautica to operate under its Panamanian air carrier permit in view of its failure to perform its scheduled flights, its loss of its leased aircraft for failure to make lease payments and its failure to resume flight operations. Further, the Government of Panama indicates that the foreign air carrier has attempted to sell its permit.

In view of the foregoing, the Board tentatively finds that since the Government of Panama has canceled the Aeronautica authorization to operate to the United States, which is tantamount to withdrawal by Panama of its designation of Aeronautica to operate to the United States under the Air Transportation Agreement between the Government of Panama and the Government of the United States signed March 31, 1949, effective April 14, 1949, as amended by an exchange of notes dated June 3, 1952, it is in the public interest to cancel Aeronautica's permit, including its authority to engage in off-route operations subject to Part 212 of the Economic Regulations.

Accordingly, it is ordered,

1. That Panama Aeronautica, S.A. be and it is hereby ordered to show cause why the Board should not issue an order making final the tentative findings and conclusions stated herein and canceling the foreign air carrier permit issued to Aeronautica pursuant to Order E-16298;

2. That Aeronautica or any other interested person may file a Memorandum[1] in support of or in opposition to the Board's tentative findings and conclusions within fifteen days of the date of service of this order;

3. That if no objections are filed, further procedural steps shall be deemed waived and the matter submitted to the Board for decision thereon and submission of the Board's decision to the President of the United States;

4. That, on expiration of the fifteen day period allowed for the filing of pleadings, if objections are filed, this proceeding shall be set for hearing before an Examiner of the Board and shall be limited to consideration of issues raised by the pleadings filed;

5. That this order shall be published in the FEDERAL REGISTER; and

6. That copies of this order shall be served upon Aeronautica and the Ambassador of the Government of Panama.

By the Civil Aeronautics Board.

[SEAL] MABEL MCCART, *Acting Secretary.*

[F.R. Doc. 64-7831; Filed, Aug. 4, 1964; 8:50 a.m.]

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[1] The Board will not separately entertain petitions seeking reconsideration of this order. All requests for relief from, or modification of, this order shall be submitted with such objections as may be made to the issuance of an order making final the proposed findings and conclusions and canceling the permit hereinabove described.

FEDERAL COMMUNICATIONS COMMISSION

[FCC 64-733]

USE OF BROADCAST FACILITIES

Candidates for Public Office

JULY 31, 1964.

On October 9, 1962, the Commission issued a Public Notice (FCC 62-1019) revising its earlier Public Notice (FCC 58-936) entitled "Use of Broadcast Facilities by Candidates for Public Office." This document set forth the pertinent statutory provisions, regulations adopted by the Commission, and Commission rulings and interpretations, set forth in question and answer form, relating to the Commission's administration of section 315 of the Communications Act. The purpose of this supplement is to apprise licensees and other interested parties of additional significant rulings which have occurred since issuance of the last public notice on this subject and of recommended procedures to be followed in the filing and handling of complaints under section 315, which should serve to expedite Commission consideration of such matters.

RECOMMENDED COMPLAINT PROCEDURES

Complaints relating to 315 matters are given priority consideration by the Commission. Compliance with the following recommended procedures will further greatly assist in the orderly and expeditious disposition of such complaints. However, we do not mean, of course, to preclude in any way inquiry to the Commission when there is a genuine question as to licensee rights and obligations under section 315. We set out these recommended procedures in order to expedite and permit timely consideration of complaints in this important area. Failure to follow these procedures may result in unnecessary delays in resolution of section 315 complaints.

First, barring unusual circumstances, a complaint should not be made to the Commission until the licensee has denied the candidate's request for time after opportunity for passing on the essential claims raised by the candidate. Further, it has been the Commission's consistent policy to encourage negotiations between licensees and candidates seeking broadcast time or having questions under section 315, looking toward a disposition of the request or questions in a manner which is mutually agreeable to all parties. A complaint relating to a section 315 matter thus should be filed with the Commission after an effort has been made in good faith by the parties concerned to resolve the questions at issue. In this way, resort to the Commission might be obviated in many instances and time—which is of great importance in political campaigns—might be saved.

Where a complaint is filed with the Commission, (i) the complainant should simultaneously send a copy to the licensee, (ii) the licensee should respond, as promptly as possible, and not await Commission inquiry regarding the com-

plaint, and (iii) the complainant and licensee should furnish each other with copies of all correspondence sent to the Commission.

A complaint filed with the Commission should be in written form and should contain: (i) The name and address of the complainant, (ii) the call letters and location (city and state) of the station against whom the complaint is made, and (iii) a detailed statement of the factual basis of the complaint which shall include, but not necessarily be limited to: the public office involved, the date and nature of the election to be held, whether the complainant and his opponent(s) are legally qualified candidates for public office, the date(s) of prior appearances by opponents if any, the time of request for equal opportunities submitted to the licensee, and the licensee's stated reasons for refusing to satisfy the complaint.

If at any time the licensee satisfies the complaint, the licensee should so notify the Commission, setting forth when and how the complaint has been satisfied and furnish a copy of such notification to complainant.

ADDITIONAL RULINGS

III. "Uses", in general.

C. *What constitutes an appearance exempt from the equal opportunities provisions of section 315?*

1. Q. On September 30, 1962, one of the networks interviewed two Congressmen, one presenting the Republican Party view and the other presenting the Democratic Party view concerning legislative achievements of the current Congressional session. The program in which the Congressmen appeared, "Direct Line", was initiated in April 1959, and its format, nature, and content had not materially changed since its inception; it was produced and controlled by the network and was regularly scheduled on Sundays as a half-hour program, although the particular program had been expanded to an hour because of preelection interest in the subject matter. The persons interviewed were asked questions submitted by viewers of the program, supplemented by questions prepared in cooperation with the League of Women Voters. The questions to be asked were selected exclusively by employees of the network and propounded by a moderator, also a network employee, although on some occasions, an additional person such as a news reporter assisted the moderator in asking questions. Would the opponent of one of the Congressmen running for re-election be entitled to "equal opportunities"?

A. No. On the basis of the information submitted, the Commission was of the view that the program "Direct Line" was a "bona fide news interview" within the meaning of section 315(a)(2) and, therefore, the Congressmen's appearances were exempt. (Telegram to Martin B. Dworkis, October 10, 1962; See also Telegram to Aaron M. Orange, November 3, 1962; Letter to Aaron M. Orange, July 25, 1963, FCC 63-721)

2. Q. One of the networks had been presenting a program called "Issues and Answers" each Sunday since November 27, 1960, and the format, nature, and content of the program had not changed since its inception. The program, originated, produced and controlled by the network in question, consisted of one or more news correspondents interviewing one or more nationally or internationally prominent individuals such as government officials, United States Senators, United States Congressmen, foreign ambassadors, etc., on topics of national interest. The Minority Leaders of the Senate and House, one of whom was a candidate for re-election, were interviewed on the program as the official Republican Congressional spokesmen. The following week the official Democratic Congressional spokesmen appeared and were interviewed on the program. Would the opponent of the Republican spokesman who was running for re-election be entitled to "equal opportunities"?

A. No. The Commission ruled that the program "Issues and Answers" was a bona fide news interview program of the type which Congress intended to be exempt from the "equal opportunities" provisions of section 315. (Telegram to Mr. William S. Flanagan, October 12, 1962)

3. Q. On September 30, 1962, two candidates for the office of Governor of California held a one-hour debate which was given coverage on every major television station in California, the time being donated by the stations carrying the debate. The debate was held in San Francisco as part of the annual convention of United Press International which had invited the two candidates to appear and had invited all news media to cover the event. The debate was not arranged by the stations but was broadcast by them as a public service and in the exercise of their bona fide news judgment. No other aspect of the UPI convention was broadcast other than the joint appearance of the two candidates. A third candidate for the same office requested "equal opportunities" and the stations denied the request on the basis that the prior appearances constituted "on-the-spot coverage of a bonda fide news event" pursuant to section 315(a)(4) of the Communications Act. Was the third candidate entitled to "equal opportunities"?

A. Yes. The Commission held that neither the language of the amendment, the legislative history nor subsequent Congressional action indicated a Congressional intent to exempt from the "equal opportunities" provision of section 315 a debate qua debate between legally qualified candidates. The Commission pointed out that the bona fides of the licensee's news judgment, while not questioned, was not the sole criterion to be used in determining whether section 315(a)(4) had been properly invoked. It was concluded that where the appearance of the candidates was designed by them to serve their own political advantage and such appearance was ultimately the subject of a broadcast program encompassing only their entire appearance, such program cannot be considered to be on-the-spot coverage of a bona fide news event simply because the broadcaster deems that the candidates' appearance (or speeches) will be of interest to the general public and, therefore, newsworthy. (Telegrams to NBC and KFMB-TV, October 19, 1962; Letter to NBC and CBS, October 26, 1962, FCC 62-1132; see also Letter to The Goodwill Stations, Inc. (WJR), October 19, 1962.)

4. Q. A Congressman who was a candidate for re-election appeared in a news interview on a station and was interviewed by the station's Public Affairs Department regarding his experiences as a freshman Congressman. The program was described by the licensee as a "bona fide special news interview" and the licensee stated that it had sought the interview on the basis of its news judgment. The interview was conducted by a station employee and the questions asked related to current newsworthy events. The licensee stated further that although the program was a "special news interview" (the station did not broadcast regularly scheduled news interviews but presented special news interviews as the occasion arose and this was deemed by the licensee to be such an occasion), the interview itself and the format and nature of the questions were the same as in news interview programs of other newsworthy individuals and that the program was initiated, produced and controlled by the licensee. Would the Congressman's opponent be entitled to "equal opportunities"?

A. Yes. The Commission pointed out that the legislative history of the 1959 amendment to section 315 clearly indicated that a basic element of a "bona fide news interview" is that it be regularly scheduled. Accordingly, it held that the Congressman's appearance did not occur in connection with a "bona fide news interview" within the meaning of section 315(a)(2) and that his appearance, therefore, constituted a "use" entitling his opponent to "equal opportunities." (Telegram to Station KFDX-TV, October 26, 1962.)

5. Q. A candidate for Governor of the State of New York appeared on "The Barry Gray Show", a nightly news and discussion program which had been broadcast by the station, using the same format, for a period of at least four years. The program consisted of a series of interviews of indeterminate length with persons from all walks of life concerning newsworthy events. The show was interrupted five times nightly for five minute newscasts, two of which were given by Barry Gray. Barry Gray, an independent contractor, exercised day-to-day control over the program subject to over-all and ultimate control by the station. Candidates appearing on the program were selected, not for their own political advantage, but on the basis that they were bona fide candidates and would serve to inform the audience on issues on which the audience would have to make a decision in order to vote. The station allowed Barry Gray the maximum latitude for initiative and editorial freedom. Barry Gray determined, on the basis of the interest value of the guest and the articulate manner in

which he expressed himself on the topic under discussion, the amount of time to be allocated to any particular interview, and either actively participated in the discussion, acted as an impartial moderator in the interview, or on occasion, "talked the show" out if the guest was of little interest value. In some instances, the program consisted of an exchange of views and in other instances, constituted a panel discussion. Would the opponent of the candidate for Governor of New York be entitled to "equal opportunities"?

A. Yes. The Commission held that the definition of a bona fide news interview must be derived from the specific examples of such programs cited in the legislative history of the 1959 amendment to Section 315. On the basis of the information submitted, the Commission could not determine that the Barry Gray Show was a bona fide news interview. (Telegram to WMCA, Inc., October 20, 1962, FCC 62–1133)

6. Q. A Chicago television station covered the annual Saint Patrick Day parade in that city. During the broadcast, the Mayor, a candidate for reelection, appeared for two minutes. Would the Mayor's opponent be entitled to "equal opportunities"?

A. No. Broadcast coverage of a parade is the type of bona fide news event contemplated by Congress in enacting the 1959 amendments to section 315. Therefore, such a broadcast would appear to constitute "on-the-spot coverage of bona fide news events" pursuant to section 315(a)(4) and any appearance by a candidate during the course of such a broadcast would not constitute a "use" of broadcast facilities entitling opposing candidates to "equal opportunities". (Letter to Lar Daly, March 28, 1963)

7. Q. An Indiana station presented the County Court Judge, who was a candidate for the Democratic mayoralty nomination in Gary, Indiana, on a program entitled "Gary County Court on the Air". The program had been broadcast live by the station as a public service for the past 14 years, each Monday, Wednesday, Thursday and Friday from 9:05 a.m. to 10:00 a.m. One of the programs was taped for broadcast one day prior to the actual broadcast. The station had met with the presiding Judge some 14 years prior to the election in question to arrange for the broadcasts and each succeeding judge had agreed to continue the program because of its public interest value. For seven and one-half years prior to the election in question, the judge who was a candidate for the mayoralty nomination had appeared on the program. Persons appearing in the court had the privilege of declining to have their cases heard during broadcast time to prevent invasion of privacy. If, in the opinion of the presiding judge, certain cases did not lend themselves to broadcast, they were heard at times when the proceedings were not being covered by the station. The court was the usual type of City Court, handling a variety of cases and was not solely a traffic court, and it was, generally, impossible for the judge to control the content and/or persons who did appear. The program could not be by its nature and was not, by licensee insistence, tailored to suit the judge who was a candidate. The format of "Gary County Court on the Air" had remained unchanged since the inception of the program. The station used City Court case decisions on its regularly scheduled newscasts and such decisions also appeared in Gary newspapers. Would the Judge's opponent for the nomination for Mayor be entitled to "equal time"?

A. No. The Commission concluded that the program fell within the "news event" exemption of section 315(a)(4) because the program covered the operation of an official governmental body and because the court proceedings were newsworthy. The Commission held that the program was "bona fide" in view of the fact that it had been presented by the station for fourteen years, with this particular judge for seven and one-half years, and inasmuch as the appearance of the candidate was incidental to the on-the-spot coverage of a news event rather than for the purpose of advancing his candidacy. Therefore, the Commission ruled that "Gary County Court on the Air" fell within the reasonable latitude allowed to licensees of the exercise of good faith news judgment and was exempt from the "equal time" requirement of section 315. (Letter to Thomas R. Fadell, Esq., April 10, 1963 (FCC 63–331); affirmed by Order entered April 29, 1963, Thomas R. Fadell v. U.S., FCC and WWCA Radio Station, Case No. 14,142 (USCA, 7th)

VIII. *What rates can be charged candidates for programs under section 315?*

1. Q. A station adopted and maintained a policy under which commissions were not paid to advertising agencies in connection with political advertising although it did pay such commissions in connection with commercial advertising. Further, in the case of commercial advertisers who did not use advertising agencies, the station performed those functions which the advertising agency would normally perform, but in the case of political advertisers, the station performed no such services. An agency which had placed political advertising over the station in a recent election made a demand of the station for payment of the agency commission. Was the station's policy consistent with section 315 of the Communications Act?

A. No. The Commission held that such a policy violated both section 315(b) of the Act and § 73.120(c) of the rules; that the benefits accruing to a candidate from the use of an advertising agency were neither remote, intangible nor insubstantial; and that while under the station's policy, a commercial advertiser would, in addition to broadcast time, receive the services of an advertising agency merely by paying the station's established card rate, the political advertiser, in return for payment of the same card rate, would receive only broadcast time. The Commission held that such a resultant inequality in treatment vis-a-vis commercial advertisers is clearly prohibited by the Act and the Rules. (Letter to Marcus Cohn, Esq., May 13, 1964, FCC 64–430)

IX. *Period within which request must be made.*

1. Q. A candidate for U.S. Senator in the Democratic primary, who was also the part owner and president of AM and FM stations in the state, wrote to his opponent, the incumbent Senator, and stated, in substance, that he was using a certain amount of time daily on his stations and that the incumbent was "entitled to equal time, at no charge" and was urged to take advantage of the time. A couple of weeks later, the incumbent, by letter, thanked the station owner for advising him "of the accumulation of time" on each station and stated that the station owner would be notified when incumbent decided to start using the accumulated time. The station owner did not respond to the incumbent's letter. About six weeks later, incumbent requested equal opportunities. Were the stations correct in advising incumbent that the Commission's seven-day rule was applicable, thereby precluding requests for "equal opportunities" for any broadcasts prior to seven days before the request?

A. No. The Commission stressed that where, as here, the licensee, or a principal of the licensee, was also the candidate, there is a special obligation upon the licensee to insure fair dealings in such circumstances and held that the licensee was estopped in the circumstances from relying upon the seven-day rule. The Commission held that the incumbent's letter reasonably constituted a notification as required under the Rules; that the licensee knew that equal opportunities were requested; and that he could have made, if he wished, reasonable scheduling plans. (Letter to Mr. Emerson Stone, Jr., April 22, 1964, FCC 64–363).

Adopted: July 29, 1964.

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

[F.R. Doc. 64–7839; Filed, Aug. 4, 1964; 8:50 a.m.]

[Docket Nos. 15535—15537; FCC 64M–720]

NELSON BROADCASTING CO. ET AL.

Order Regarding Procedural Dates

In re applications of Donald P. Nelson & Wilbur E. Nelson, d/b as Nelson Broadcasting Company, Kingston, New York, Docket No. 15535, File No. BPH–4211; Ubiquitous Frequency Modulation, Incorporated, Hyde Park, New York, Docket No. 15536, File No. BPH–4312; Big River Broadcasting Corporation, Kingston, New York, Docket No. 15537, File No. BPH–4338; for construction permits.

As the result of a prehearing conference held this date in the above-entitled matter:

It is ordered, This 29th day of July 1964, that,

1. Engineering exhibits shall be exchanged September 9, 1964;

2. Lay exhibits shall be exchanged September 28, 1964;

3. Notice of the taking of depositions, if any, shall be given September 28, 1964;

4. The hearing on the engineering phases of the case shall be held commencing at 10:00 a.m., September 22, 1964, in the Commission's Offices in Washington, D.C.;

5. Notification of any other (non-engineering) witnesses shall be made personally, by telephone or otherwise similarly effective means, among counsel no later than 5:00 p.m., October 6, 1964;

6. Further hearing on the remaining phases of this proceeding shall commence at 10:00 a.m., October 12, 1964, in the Commission's Offices in Washington, D.C.; and

7. *It is further ordered,* That deliveries of all exhibits, documents, or other written material shall be by hand at the earliest mutually convenient hours on the dates specified above.

Released: July 30, 1964.

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

[F.R. Doc. 64-7840; Filed, Aug. 4, 1964; 8:51 a.m.]

FEDERAL MARITIME COMMISSION

EDDIE STEAMSHIP CO. LTD. ET AL.

Notice of Agreements Filed for Approval

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

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

Eddie Steamship Co., Ltd., Far Eastern Navigation Co., Ltd., Outerocean Navigation Corp., Ltd., Waywiser Navigation Corporation, Ltd.

Notice of agreement filed for approval by,

Fennelly & Lawton, Counsellors at Law
115 Broadway,
New York 6, N.Y.

Agreement No. 9366 between Eddie Steamship Co., Ltd., Far Eastern Navigation Co., Ltd., Outerocean Navigation Corp., Ltd., and Waywiser Navigation Corporation, Ltd., covers a joint cargo/passenger and mail service which will operate under the trade name "Eddie Line" in the trades to and from ports of the United States and Canada and ports in Taiwan, Japan, South Korea, Hong Kong, Republic of the Philippines, Okinawa, Federation of Malaysia and Panama.

The parties delegate to Eddie Steamship Co., Ltd., a Chinese Corporation, full and complete responsibility for the booking and solicitation of cargo, passengers and mail, and collection of freight, passenger and mail revenue, and full and complete authority to fix rates, charges, practices, allocate tonnage, space sailings, appoint and remove agents, apply for membership in and withdraw from Conferences, to settle cargo and passenger claims for account of the vessel, and to perform such other duties and make such other decisions as may be necessary or advisable in the fulfillment of management control of the joint service. The joint service will participate as one member only in such Conference or other agreements to which it is a party.

Dated: July 31, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-7845; Filed, Aug. 4, 1964; 8:51 a.m.]

FARRELL LINES, INC. AND ALCOA STEAMSHIP CO., INC.

Notice of Agreements Filed for Approval

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

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

Notice of agreement filed for approval by,

Alcoa Steamship Company, Inc.
Mr. W. L. Hamm, Special Representative
17 Battery Place
New York, N.Y., 10004

Agreement 9367 between Farrell Lines, Incorporated (initial carrier) and Alcoa Steamship Company, Inc. (delivering carriers), covers a through billing arrangement on general cargo from ports of the initial carrier in West Africa, with transhipment at the ports of Baltimore, Maryland and Philadelphia, Pennsylvania, to the delivering carrier for discharge at ports of call in Puerto Rico. Agreement 9367 provides for apportionment of revenues and expenses by percentages in accordance with the terms and conditions set forth in the agreement.

Dated: July 31, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-7846; Filed, Aug. 4, 1964; 8:51 a.m.]

NORTH AMERICAN INTERNATIONAL, INC. AND P. D. MARCHESSINI AND CO., INC.

Notice of Agreements Filed for Approval

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

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

Notice of agreement filed for approval by,

North American International, Inc.
Post Office Box 201
New Haven, Ind.

Agreement No. 9370 between North American International, Inc., and P. D. Marchessini, covers an arrangement whereby the facilities and equipment of the parties will be utilized in connection with the transportation by water of non-refrigerated dry cargo, containerized in metal containers, between ports in the United States and ports in the United Kingdom, Netherlands, Belgium, Republic of the Philippines, British Crown Colony of Hong Kong, Formosa, Republic of South Korea, Japan and Okinawa.

The agreement contains provisions pertaining to the method and extent of transportation; responsibilities of the parties; payment and distribution of

freight revenue; cancellation; notices, and other miscellaneous provisions.

Dated: July 31, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-7847; Filed, Aug. 4, 1964; 8:51 a.m.]

SPAIN/U.S. ATLANTIC RATE AGREEMENT

Notice of Agreements Filed for Approval

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

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

Notice of agreement filed for approval by,

H. J. Griffin, Vice President
Boise-Griffin, Steamship Co., Inc.
90 Broad Street
New York, N.Y., 10004

Agreement 9369, between Concordia Line, Fresco Line, Prudential Lines, Inc., and American Export Isbrandtsen Lines, Inc., operating cargo services from ports in Spain to United States Atlantic ports (Norfolk, Virginia, to Portland, Maine, inclusive), provides that the parties will confer and discuss with each other rates, charges, classifications, practices, and related tariff matters with the exception of Spanish olives from Spain. Each party (1) reserves the right to alter any such rate, charge, classification, practice or related tariff matter thus agreed upon or about which there is no agreement upon notice to the other parties as provided therein, and (2) shall separately maintain its own tariff and be responsible for its filing pursuant to section 18(b) of the Shipping Act, 1916, as amended.

Dated: July 31, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-7848; Filed, Aug. 4, 1964; 8:52 a.m.]

WILH. WILHELMSEN LINE JOINT SERVICE AND FERN-VILLE LINES JOINT SERVICE

Notice of Agreements Filed for Approval

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

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

Notice of agreement filed for approval by,

American West African Line, Inc., Agent,
17 Battery Place, New York, N.Y., 10004.

Agreement 7668-4, between the member lines comprising the Barber-West African Line Joint Service, amends the basic agreement to provide that either of the joint service parties may cancel the agreement upon giving the other written notice and that such cancellation will not become effective until resignations and withdrawals from other agreements, to which the joint service is a party, are effective.

Dated: July 31, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-7849; Filed, Aug. 4, 1964; 8:52 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-4986 etc.]

HUMBLE OIL & REFINING CO., ET AL.

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

JULY 28, 1964.

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before August 17, 1964.

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

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

JOSEPH H. GUTRIDE,
Secretary.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-4986 D 7-20-64	Humble Oil & Refining Co. (partial abandonment).	Lone Star Gas Co., acreage in Garvin County, Okla.	[1] Depleted	
G-5303 [2] C 4-23-64	Skelly Oil Co.	Kansas-Nebraska Natural Gas Co., Inc., Hugoton Field, Finney County, Kans.	11.6	14.65
G-7007 D 7-16-64	Columbian Fuel Corp. (partial abandonment).	Cities Service Gas Co., Hugoton Field, Grant and Haskell Counties, Kans.	Uneconomical	--------
G-11024 C 7-17-64	Continental Oil Co.	Tennessee Gas Transmission Co., Block 88, East Cameron Area, Offshore Louisiana.	[3] 19.0	15.025
G-11949 C 7-8-64	Socony Mobil Oil Co., Inc.	El Paso Natural Gas., Pegasus Field, Midland and Upton Counties, Tex.	10.096	14.65
G-16993 D 7-16-64	Champlin Oil & Refining Co. (Operator), et al. (partial abandonment).	Cities Service Gas Co., acreage in Barber County, Kans.	Depleted	--------

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

See footnotes at end of table.

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

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-18905 E 7-16-64	Manana Gas, Inc. (successor to Empire States Drilling Corp. (Operator), et al.).	El Paso Natural Gas Co., acreage in San Juan County, N. Mex.	11.0	15.025
CI61-780 C 7-20-64	Sohio Petroleum Co	Cities Service Gas Co., Northeast Waynoka Pool, Woods County, Okla.	13.0	14.65
CI61-993 C 7-20-64	Yates Petroleum Corp	Transwestern Pipeline Co., Atoka Penn Gas Field, Eddy County, N. Mex.	16.0	14.65
CI62-158 C 7-20-64	W. H. Mosser, d/b/a Gumm Oil and Gas Co.	Hope Natural Gas Co., Freemans Creek Dist., Lewis County, W. Va.	25.0	15.325
CI62-1295 E 7-20-64	Tex-Star Oil & Gas Corp. (successor to Logue and Patterson, et al.).	United Gas Pipe Line Co., South Weesatche Field, Goliad County, Tex.	12.1536	14.65
CI63-689 C 7-20-64	Humble Oil & Refining Co	El Paso Natural Gas Co., Spraberry Field, Reagan County, Tex.	17.2295	14.65
CI63-877 C 7-13-64	Sarkeys, Inc. (Operator), et al.	Natural Gas Pipeline Co. of America, acreage in Dewey County, Okla.	15.0	14.65
CI64-795 C 7-16-64	Crest Exploration Co	Northern Natural Gas Co., Hansford Morrow Field, Beaver County, Okla.	17.0	14.65
CI64-812 E 7-20-64	Tex-Star Oil & Gas Corp. (successor to Logue and Patterson).	Lone Star Gathering Co., South Weesatche Field, Goliad County, Tex.	14.0	14.65
CI65-40 A 7-17-64	David Crow, Trustee (Operator), et al.	Texas Gas Transmission Corp., North Shongaloo Field, Webster Parish, La.	[4] 16.5	15.025
CI65-41 A 7-16-64	Victor Hale	Kentucky West Virginia Gas Co., Middle Creek Field, Floyd County, Ky.	20.0	15.025
CI65-42 A 7-20-64	First National Bank in Dallas, trustee under the will of Paul P. Scott and Clara T. Scott.	El Paso Natural Gas Co., acreage in Lea County, N. Mex.	16.0533	15.025
CI65-43 A 7-20-64	Cities Service Oil Co	Panhandle Eastern Pipe Line Co., acreage in Woods County, Okla.	17.0	14.65
CI65-44 A 7-20-64	Cabot Corp	Panhandle Eastern Pipe Line Co., Camrick Field, Texas County, Okla.	17.0	14.65
CI65-45 A 7-20-64	Texaco Inc	Northern Natural Gas Co., Buckeye Plant, Lea County, N. Mex.	16.0	14.65
CI65-46 A 7-20-64	Taylor Gas Co	United Fuel Gas Co., Geary Dist., Roane County, W. Va.	23.0	15.325
CI65-47 A 7-20-64	Morris Cannan	Texas Eastern Transmission Corp., Northwest Gyp Hill Field, Brooks County, Tex.	14.0	14.65
CI65-48 B 7-20-64	Humble Oil & Refining Co	Panhandle Eastern Pipe Line Co., Greenough Field (J. L. Still Unit), Beaver County, Okla.	Depleted	--------
CI65-49 A 7-20-64	Francis Friestad	Kentucky West Virginia Gas Co., Bull Creek, Floyd County, Ky.	20.0	15.225
CI65-50 A 7-20-64	Union Texas Petroleum, a division of Allied Chemical Corp.	Transcontinental Gas Pipe Line Corp., Trahan Main Camerina Gas Unit, Jefferson Davis Parish, La.	20.625	15.025
CI65-51 A 7-20-64	Humble Oil & Refining Co	El Paso Natural Gas Co., XBC Field, Upton County, Tex.	15.7093	14.65
CI65-52 A 7-20-64.	J. L. Patton, et al	Arkansas Louisiana Gas Co., Waskom Field, Harrison County, Tex.	[5] 11.6472	14.65
CI65-53 A 7-21-64.	Woods Exploration & Producing Co.	Eastern Pipe Line Co., East Bernard Field, Wharton County, Tex.	10.0	14.65
CI65-54 A 7-21-64.	Tenneco Oil Co. (Operator), et al.	Arkansas Louisiana Gas Co., Arpelar Area (South Pine Hollow), Pittsburg County, Okla.	15.0	14.65
CI65-55 A 7-22-64.	Cecil Meadows, et al	Equitable Gas Co., Birch Dist., Braxton County, W. Va.	25.0	15.325
CI65-56 A 7-22-64.	Tenneco Oil Co. (Operator), et al.	Texas Gas Transmission Corp., Lisbon Field, Claiborne Parish, La.	18.25	15.025
CI65-57 A 7-21-64.	Hays and Co., agent for Prior Oil Co.	Gas Transport, Inc. Reedy Dist., Wirt County, W. Va.	27.0	15.325
CI65-58 B 7-21-64.	Tenneco Oil Co	Arkansas Louisiana Gas Co., Longwood Field, Caddo Parish, La.	(6)	
CI65-59 A 7-20-64.	Mrs. Margaret M. Morgan, et al.	United Gas Pipe Line Co., Maxie-Pistol Ridge Fields, Forrest County, Miss.	20.0	15.025
CI65-60 B 7-23-64.	Minnie Burton Well No. 1	Hope Natural Gas Co., Cove Dist., Doddridge County, W. Va.	Uneconomical	
CI65-61 A 7-23-64.	W. Watson LaForce	El Paso Natural Gas Co., Gomez Unit, Pecos County, Tex.	[7] 15.70925	14.65

[1] Rate in effect subject to refund in Docket No. RI60-270.
[2] Application previously noticed May 5, 1964, in Docket Nos. G-4029, et al., at a rate of 11.0 cents per Mcf; however, Applicant amended its contract for an increased rate of 11.6 cents per Mcf.
[3] Includes ½ cent per Mcf suspended until Nov. 1, 1964, in Docket No. RI64-743.
[4] Plus 1.75 cents per Mcf tax reimbursement.
[5] Includes 0.1472 cent per Mcf tax reimbursement.
[6] Production has ceased and Gas Sales Contract has been cancelled.
[7] In the event seller develops and elects to process non-Ellenburger gas, the point of delivery of the processed gas shall be at the discharge of seller's processing plant, and the initial price for such processed non-Ellenburger gas shall be 17.2295 cents per Mcf at 14.65.

[F.R. Doc. 64-7723; Filed, Aug. 4, 1964; 8:45 a.m.]

[Docket No. CP64-305]

CITIES SERVICE GAS CO.

Notice of Application

JULY 30, 1964.

Take notice that on June 22, 1964, Cities Service Gas Company (Applicant), First National Building, Oklahoma City 1, Oklahoma, filed in Docket No. CP64-305 an application pursuant to section 7 (c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing Applicant to sell natural gas to The Gas Service Company (Gas Service) under Applicant's Gas Rate Schedules F-2, C-2 and I-2 for resale in and near Fort Crowder, Missouri, through Applicant's meter and regulator facilities previously installed in connection with the sale of natural gas to the Corps of Engineers, Department of the Army, for use at Fort Crowder, Missouri, all as more fully set forth in the application on file with the Commission and open to public inspection.

Applicant states it has been delivering natural gas to the Corps of Engineers (Corps), Fort Crowder, for various on-post facilities including housing units, U.S. Government owned, pursuant to a contract dated March 1, 1951. On termination of the contract by the Corps on April 16, 1964, Gas Service advised the Applicant of its intention to lease or purchase the distribution facilities formerly operated by the Corps, and to continue service to Fort Crowder.

Peak day and annual requirements under this application for a three-year period commencing in the 1964-65 winter season are estimated to be: 268 Mcf and 18,490 Mcf, 280 Mcf and 19,850 Mcf, and 310 Mcf and 21,200 Mcf, respectively.

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

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

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before August 21, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-7771; Filed, Aug. 4, 1964; 8:46 a.m.]

[Docket Nos. CI64-25 etc.]

GULF OIL CORP. ET AL.

Order Consolidating Proceedings and Fixing Date of Hearing

JULY 29, 1964.

Gulf Oil Corporation, Docket No. CI64-25; Martha Featherstone, Docket No. CI64-591; W. S. Kilroy (Operator), Docket No. CI63-434; The Atlantic Refining Company, Docket No. CI63-576; Pan American Petroleum Corporation, Docket No. CI61-419; Belco Petroleum Corporation, Docket No. G-20104; Belco Petroleum Corporation, Docket No. G-19591; Belco Petroleum Corporation, Docket No. G-19589; Graham B. Morrison and Glen W. Pryor, Trustees, Docket No. G-18884.

On June 29, 1959, Mountain States Drilling Company (now Graham B. Morrison and Glen W. Pryor, Trustees) filed in Docket No. G-18884 an application for a certificate of public convenience and

necessity, pursuant to section 7 of the Natural Gas Act, for authority to sell natural gas to Pacific Northwest Pipeline Corporation (now El Paso Natural Gas Company) from reserves located in Sublette County, Wyoming. The proposed initial price is 18.5¢ per Mcf at 860 psig.

On September 30, 1959, Belco Petroleum Corporation filed in Docket Nos. G-19589 and G-19591, applications for certificates of public convenience and necessity pursuant to section 7 of the Act, for authority to sell natural gas to Pacific Northwest Pipeline Corporation from reserves located in Sublette County, Wyoming. The proposed initial price is 16.0¢ per Mcf at 860 psig. Petitions to amend the application in Docket No. G-19589 were filed December 8, 1959, January 14, 1960, March 11, 1960, October 12, 1960, March 8, 1961 and June 27, 1961, and in Docket No. G-19591, March 11, 1960, March 8, 1961 and April 18, 1963 to correct acreage descriptions, include additional acreage and to include successors in interest.

On November 9, 1959, Belco Petroleum Corporation filed in Docket No. G-20104 an application for a certificate of public convenience and necessity pursuant to section 7 of the Act, for authority to sell natural gas to Pacific Northwest Pipeline Company from reserves located in Sublette County, Wyoming. The proposed initial price is 17.5¢ per Mcf.

On September 16, 1960, Pan American Petroleum Corporation filed an application, pursuant to section 7 of the Act, for a certificate of public convenience and necessity for authority to sell natural gas to El Paso Natural Gas Company from reserves located in Sublette County, Wyoming. The proposed initial price is 18.5¢ per Mcf at 860 psig.

The Commission finds: Notices of the applications filed in Docket Nos. CI63-434, CI63-576, CI64-25 and CI64-591 has heretofore been issued and published (28 F.R. 3360, 7405 and 12838). This order shall constitute notice of the filing of all other applications listed.

These related matters should be heard upon a consolidated record and are hereby consolidated for hearing.

The Commission orders:

(A) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by section 7 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on October 5, 1964, at 10:00 a.m. (e.d.s.t.) in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by said applications.

(B) Direct testimony and exhibits of all applicants shall be filed in accordance with the Commission's rules of practice and procedure (18 CFR 1.26) on or before October 1, 1964.

(C) Protests or petitions to intervene in Docket Nos. G-18884, G-19589, G-19591 and G-20104 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 the 24th day of August 1964.

By the Commission.

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

[F.R. Doc. 64-7772; Filed, Aug. 4, 1964; 8:46 a.m.]

[Docket No. RI61-474]

J. E. JONES DRILLING CO. ET AL.

Order Making Successor in Interest Co-Respondent, Redesignating Proceeding and Requiring Successor to File a Surety Bond

JULY 30, 1964.

J. E. Jones Drilling Company, Sohio Petroleum Company and Deane H. Stoltz, Docket No. RI61-474.

On May 31, 1963, Deane H. Stoltz (Stoltz) filed a motion requesting to be made a respondent in the above-designated proceeding. In support of his motion, Stoltz states that effective December 31, 1962, he acquired from Sohio Petroleum Company (Sohio) the properties dedicated under Sohio's FPC Gas Rate Schedule No. 75, which rate schedule relates to the above-designated proceeding.

By order issued December 13, 1963, in Deane H. Stoltz (Successor to Sohio Petroleum Co.), Docket No. CI64-484, Stoltz was authorized to continue the sales of natural gas to El Paso Natural Gas Company covered by Sohio's FPC Gas Rate Schedule No. 75, with such rate schedule being redesignated as Deane H. Stoltz FPC Gas Rate Schedule No. 1.

It would appear that Stoltz should be made a co-respondent with J. E. Jones Drilling Company and Sohio Petroleum Company in the above-designated proceeding,[1] that such proceeding should be redesignated accordingly, and that Stoltz should be required to file a bond to assure refunds of any excess charges that may be ultimately determined to have been collected subsequent to Stoltz's acquisition of the above-described property from Sohio.

The Commission finds: It appears to be necessary and proper in carrying out the provisions of the Natural Gas Act and the Regulations thereunder that Stoltz be made a co-respondent in the above-designated proceeding, that such proceeding be redesignated accordingly, and that Stoltz be required to file a surety bond as hereinafter ordered.

The Commission orders:

(A) Deane H. Stoltz is hereby made a co-respondent with J. E. Jones Drilling Company and Sohio Petroleum Company in the proceeding in Docket No. RI61-474 and such proceeding is redesignated accordingly.

(B) Within 30 days from the issuance of this order Stoltz shall file a corporate surety bond, in the form set out below, in the amount of $7,000 to assure such refund of any excess charges which might ultimately be ordered in Docket No. RI61-474 for the period on and after the date of acquisition of the above-described properties from Sohio. Unless notified to the contrary by the Secretary of the Commission within 30 days from the date of submission, such bond shall be deemed to be satisfactory and to have been accepted for filing.

(C) Stoltz shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, and the bond to be filed in Docket No. RI61-474 shall remain in full force and effect until discharged by the Commission.

By the Commission.

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

SURETY BOND

KNOW ALL MEN BY THESE PRESENTS,

That we (Name and address of the natural gas company) (hereinafter called "Principal"), as Principal, and (Name and address and place of incorporation of Surety Bond Company) (Hereinafter called "Surety"), as Surety, are held and firmly bound unto the Federal Power Commission (Agency of the United States of America) (hereinafter called the "Obligee") in the sum of (Amount of proposed annual increased rates in dollars) for the payment of which well and truly to be made, we, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

The condition of this obligation is such that:

WHEREAS, (Name of Respondent), on (Date of Original Filing), filed with the Federal Power Commission (herein called the Commission) Supplement No. _____ to Respondent's FPC Gas Rate Schedule No. _____, proposing to increase a rate and charge over which the Commission has exercised jurisdiction; and

WHEREAS, by order issued (Suspension Order Issuance Date), the Commission suspended the operation of the proposed supplement and ordered a hearing to be held concerning the lawfulness of the proposed rate, charge, and classification, subject to the Commission's jurisdiction, as therein set forth; and by said order the use of such supplement was deferred until (Suspended Until Date), and until such further time as it is made effective in the manner prescribed by the Natural Gas Act; and

WHEREAS, a hearing has not been held and this proceeding has not been concluded; and (Name of Respondent), pursuant to the provisions of Section 4(e) of the Natural Gas Act, having on (Date Motion Filed), filed a motion to make the change in rate effective as of (Requested Effective Date); and

WHEREAS, the Commission, in response to said motion, on (Date of Notice), issued its notice making the rate, charge, and classification set forth in the aforesaid Supplement No. _____ to Respondent's FPC Gas Rate Schedule No. _____, effective as of (Effective Date), subject to Respondent's furnishing a bond in the sum of $_____, satisfactory to the Commission, and requiring that Respondent refund any portion of the in-

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[1] By order issued November 13, 1962 in J. E. Jones Drilling and Sohio Petroleum Company, Docket No. RI61-474, J. E. Jones Drilling Company was required to continue to be responsible for refunds accruing prior to May 1, 1962 and Sohio was required to assure refunds accruing on and after that date, with each made a respondent in Docket No. RI61-474.

creased rate and charge found by the Commission in Docket No. ------ not justified;

NOW, THEREFORE, if (Name of Respondent), its corporate surety, (and their heirs, executors, administrators[1]) successors and assigns, in conformity with the terms and conditions of the notice issued (Date of Notice) by the Federal Power Commission, Docket No. ------, (Name of Respondent), shall:

(1) Well and truly repay at such times and in such amounts, to the persons entitled thereto, and in such manner as may be required by the final order of the Commission in said proceeding, subject to court review thereof, any portion of such rate and charge collected by (Name of Respondent) after (Effective Date) as such final order may find not justified, together with interest thereon at the rate of seven (7) percent per annum from the date of payment thereof to (Name of Respondent) until refunded; and

(2) Comply otherwise with the terms and conditions of the notice issued (Date) in Docket No. ------, and with the provisions of the Natural Gas Act relating thereto,

then this obligation shall be terminated, otherwise to remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have placed their hands and seals on this day of

Attest:

By ----------
(Principal)

By ----------
(Surety)

[F.R. Doc. 64-7773; Filed, Aug. 4, 1964; 8:46 a.m.]

[Docket No. CP64-256]

MANUFACTURERS LIGHT AND HEAT CO.

Notice of Application

JULY 29, 1964.

Take notice that on April 29, 1964, The Manufacturers Light and Heat Company (Applicant) 800 Union Trust Building, Pittsburgh, Pennsylvania, 15219, filed in Docket No. CP64-256, an application pursuant to sections 7(b) and 7(c) of the Natural Gas Act, for permission and approval to abandon certain pipeline facilities, and requesting the issuance of a certificate of public convenience and necessity authorizing the construction and operation of certain pipeline facilities, all as more fully set forth in the application.

Applicant proposes to construct and operate (1) 5.5 miles of 12-inch pipeline as a replacement for the same length of 8-inch line in Columbiana County, Ohio, and Lawrence County, Pennsylvania, and (2) 1.8 miles of 8-inch pipeline as a replacement for the same length of 4-inch line in Jefferson County, Ohio.

Applicant further proposes to abandon 6.0 miles of 6- and 8-inch lines in Greene and Washington Counties, Pennsylvania, which will not be replaced.

Applicant states that the pipelines to be replaced and abandoned are old and deteriorated. The total cost of the facilities to be constructed and operated is estimated at $336,000, which will be financed as part of Applicant's 1964 construction program through the issuance and sale of 25-year installment promissory notes or common stock to its parent company, the Columbia Gas System.

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

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

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before August 21, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-7774; Filed, Aug. 4, 1964; 8:46 a.m.]

[Docket Nos. RI61-145, RI61-146]

MURPHY OIL CORP.

Order Substituting Respondents and Redesignating Proceedings

JULY 30, 1964.

By order issued February 4, 1964, in Murphy Oil Corporation, et al. (Successor to Murphy Corporation, et al.), Docket No. G-4695, et al., Murphy Oil Corporation was authorized to continue the sales of natural gas to Texas Eastern Transmission Corporation relating to Murphy Corporation, et al. FPC Gas Rate Schedule No. 16 and Murphy Corporation FPC Gas Rate Schedule Nos. 18 and 21. Such order also redesignated Murphy Corporation, et al., FPC Gas Rate Schedule No. 16 as Murphy Oil Corporation, et al., FPC Gas Schedule No. 13, and Murphy Corporation FPC Gas Rate Schedule Nos. 18 and 21 as Murphy Oil Corporation FPC Gas Rate Schedule Nos. 14 and 17, respectively.

The proposed rate under Murphy Oil Corporation, et al. FPC Gas Rate Schedule No. 13 is subject to suspension in Docket No. RI61-145 and the proposed rates under Murphy Oil Corporation FPC Gas Rate Schedule Nos. 14 and 17 are under suspension in Docket No. RI61-146. Accordingly, Murphy Oil Corporation should be made a respondent to such proceedings. None of the proposed rates have been placed in effect subject to refund.

The Commission finds: It is necessary and proper in carrying out the provisions of the Natural Gas Act and the regulations thereunder that Murphy Oil Corporation be substituted in lieu of Murphy Corporation in the above-designated proceedings, and that such proceedings be redesignated accordingly.

The Commission orders: Murphy Oil Corporation is hereby made the respondent in Docket Nos. RI61-145 and RI61-146, and such proceedings are redesignated as Murphy Oil Corporation, et al. and Murphy Oil Corporation, respectively.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-7776; Filed, Aug. 4, 1964; 8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3421]

CONTINENTAL VENDING MACHINE CORP.

Order Summarily Suspending Trading

JULY 30, 1964.

The common stock, 10 cents par value, of Continental Vending Machine Corp., being listed and registered on the American Stock Exchange and having unlisted trading privileges on the Philadelphia-Baltimore-Washington Stock Exchange, and the 6 percent convertible subordinated debentures due September 1, 1976 being listed and registered on the American Stock Exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such securities on such Exchanges and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c)(2) of the Securities Exchange Act of 1934 and the Commission's Rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of any such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19 (a)(4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and the Philadelphia-Baltimore-Washington Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for the period

[1] To be included if a non-corporate respondent.

July 31, 1964 through August 9, 1964, both dates inclusive.

By the Commission.

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

[F.R. Doc. 64-7768; Filed, Aug. 4, 1964; 8:46 a.m.]

[File No. 811-1123]

DYCAP INC.

Notice of Application for Order Declaring That Company Has Ceased To Be an Investment Company

JULY 30, 1964.

Notice is hereby given that Dycap Inc. ("applicant"), 50 West Broad Street, Columbus 15, Ohio, an Ohio corporation and a management closed-end non-diversified investment company registered under the Investment Company Act of 1940 ("Act"), and a licensee under the Small Business Investment Act of 1958, as amended, has filed an application pursuant to section 8(f) of the Act for an order declaring that applicant has ceased to be an investment company. All interested persons are referred to the application on file with the Commission for a complete statement of applicant's representations which are summarized below.

Applicant was organized November 13, 1961 and filed a Notification of Registration under the Act on November 15, 1961. As of June 30, 1964, the date of the application filed pursuant to section 8(f), applicant represents that its outstanding securities are beneficially owned by not more than one hundred persons and that it is not now making and does not presently propose to make a public offering of its securities. Applicant represents further that it is now engaged in business as a small business investment company but that it is not engaged and does not presently propose to engage in business as an investment company under the Act.

Section 8(f) of the Act provides, in from the definition of an investment company any issuer whose outstanding securities (other than short term paper) are beneficially owned by not more than one hundred persons and which is not making and does not presently propose to make a public offering of its securities.

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

Notice is further given that any interested person may, not later than August 19, 1964, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) shall be filed contemporaneously with the request. At any time after such date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the showing contained in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

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

For the Commission (pursuant to delegated authority).

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

[F.R. Doc. 64-7769; Filed, Aug. 4, 1964; 8:46 a.m.]

[File No. 1-4722]

TASTEE FREEZ INDUSTRIES, INC.

Order Summarily Suspending Trading

JULY 30, 1964.

The common stock, 67 cents par value, of Tastee Freez Industries, Inc., being listed and registered on the American Stock Exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on such Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c)(2) of the Securities Exchange Act of 1934 and the Commission's Rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of any such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19(a)(4) of the Securities Exchange Act of 1934, that trading in such security on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for the period July 31, 1964 through August 9, 1964, both dates inclusive.

By the Commission.

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

[F.R. Doc. 64-7770; Filed, Aug. 4, 1964; 8:46 a.m.]

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator

ACTING REGIONAL ADMINISTRATOR, REGION III (ATLANTA)

Designation; Delegation of Authority to Designate Regional Officers to Serve Successively as Acting Regional Administrator

Designation, Edward H. Baxter, Deputy Regional Administrator, Region III (Atlanta), is hereby designated to serve as Acting Regional Administrator, Region III (Atlanta), during the present vacancy in the position of Regional Administrator, Region III, with all the powers, functions, and duties redelegated or assigned to the Regional Administrator, Region III.

Delegation. The Acting Regional Administrator, Region III (Atlanta), herein designated is authorized to designate the Region III officers who shall serve as Acting Regional Administrator, Region III, during the present vacancy in the position of Regional Administrator, Region III, and in the absence of the Acting Regional Administrator herein designated.

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c)

Effective as of August 1, 1964.

ROBERT C. WEAVER, *Housing and Home Finance Administrator.*

[F.R. Doc. 64-7827; Filed, Aug. 4, 1964; 8:50 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 663]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

JULY 31, 1964.

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

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

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

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

Section A

No. MC 55883 (Sub-No. 9) (AMENDMENT), filed February 24, 1964, published FEDERAL REGISTER, issue of March 11, 1964, amended June 2, 1964, and republished, as amended, this issue. Applicant: TRIANGLE EXPRESS, INC., Stephenson, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, other than frozen, in packages or containers, from Winchester, Va., to points in Alabama, Georgia, Kentucky, North Carolina, South Carolina, and Tennessee.

NOTE: Service at Winchester, Va., is also sought for purpose of interchange on shipments originating at Milton, Pa. The purpose of this republication is to clarify the origins of the traffic and commodity description.

CONTINUED HEARING: October 6, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner William J. O'Brien, Jr.

Section B

No. MC 107107 (Sub-No. 296), filed December 19, 1963. 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: (1) *Meats, meat products and meat byproducts*, from Sioux Falls and Madison, S. Dak., to points in Georgia, and (2) *dairy products* from Sioux Falls, S. Dak., to points in Alabama, Georgia, North Carolina, South Carolina, and Tennessee.

HEARING: September 10, 1964, at the New Federal Building, 215 North 17th Street, Omaha, Nebr., before Examiner Frank J. Mahoney.

NOTICE OF FILING OF PETITIONS

No. MC 33323 (PETITION FOR MODIFICATION OF CERTIFICATE), filed July 10, 1964. Petitioner: SUN TRANSPORTATION COMPANY, a corporation. Petitioner's attorney: John M. Hickson, 825 Failing Building, Portland 4, Oreg. Petitioner is a common carrier by motor vehicle engaged in the business of transporting bulk petroleum products, between various points in the states of Oregon, Washington, and Idaho, pursuant to a certificate issued to it in No. MC 33323. By the instant petition, petitioner requests that the paragraph in its present certificate under the heading irregular routes reading: "From Attalia, Edmonds, Richmond Beach, Seattle, and Tacoma, Wash., and refineries within ten miles of Spokane, Wash., to points in Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone Counties, Idaho, with no transportation for compensation on return except as otherwise authorized," to read as follows: "From Attalia, Edmonds, Richmond Beach, Seattle and Tacoma, Wash., and points and places including pipe line terminals in Spokane, Wash., and points within 10 miles thereof, to points in Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone Counties, Idaho, with no transportation for compensation on return except as otherwise authorized."

Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

No. MC 89520 (Sub-No. 8) (PETITION FOR MODIFICATION OF PERMIT), filed July 15, 1964. Petitioner: C. J. VAN VEEKUM, INC., Lubbock, Tex. Petitioner's attorney: Thomas F. Kilroy, Suite 1250, Federal Bar Building, 1815 H Street NW., Washington 6, D.C. Petitioner is authorized in No. MC 89520 (Sub-No. 8), to operate as a contract carrier, by motor vehicle, in interstate or foreign commerce, transporting: (1) Classes A, B, and C explosives and (2) blasting supplies other than those included in (1) above, between the sites of magazines of Atlas Powder Company at or within 10 miles of each of the following: Baxter Springs, and Pittsburg, Kans., and Atlas and Webb City, Mo., on the one hand, and, on the other, points in Arizona, New Mexico and Texas over irregular routes. By the instant petition, petitioner requests the Commission reopen No. MC 89520 (Sub-No. 8), and grant it authority to transport Classes A and B explosives and blasting materials and supplies, in lieu of its present commodity description. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

No. MC 119315 (PETITION FOR WAIVER OF § 1.101(e) AND FOR LEAVE TO FILE PETITION SEEKING MODIFICATION OF AUTHORITY), filed March 30, 1964. Petitioner: FREIGHTWAY CORPORATION, Toledo, Ohio. Petitioner's representative: Bert Collins, 140 Cedar Street, New York, N.Y., 10006. Petitioner holds a Certificate in No. MC 119315, issued July 6, 1962, pursuant to a conversion proceeding in No. MC-37620 (Sub-No. 10) wherein its operations were found to be those of a common carrier. Petitioner's then-held contract carrier authority included, as pertinent, authority for the transportation of "glass fibres and glass fiber products, from Defiance, Ohio, and the site of the plant of L-O-F Glass Fibers Company (formerly Glass Fibers, Inc.), in Monclova Township, Lucas County, Ohio," to points in named states and the District of Columbia, and the authority was carried over in the same form to the said certificate. By the instant petition, petitioner requests that the petition for waiver of Rule 1.101(e) of the general rules of practice be granted and that upon consideration of the issues set forth in said petition, its authority be modified and that a corrected certificate issue with respect to the transportation of glass and glass fiber products, as follows: "From Defiance, Ohio, and points in Lucas County, Ohio, to points in Connecticut, Delaware, Illionis, Indiana, Kentucky, Maryland, Massachusetts, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, Wisconsin, and points in the lower peninsula of Michigan, and the District of Columbia," or in the alternative, "From Defiance, Ohio, and points within 2 miles of Waterville (Lucas County), Ohio, to the same destination territory." Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by this petitioner.

No. MC 119684 (PETITION FOR WAIVER OF RULE 1.101(e) OF THE GENERAL RULES OF PRACTICE AND ACCEPTANCE OF THE HERE TENDERED PETITION FOR MODIFICATION), filed July 10, 1964. Petitioner: FULLERTON MOTOR TRUCK SERVICE, INC, Chicago, Ill. Petitioner's attorney: Thomas F. Kilroy, Suite 1250, Federal Bar Building, 1815 H Street NW., Washington 6, D.C. Petitioner holds Certificate No. MC 119684, issued pursuant to a conversion proceeding, that portion pertinent to this petition, reading: "Such commodities, as are dealt in by chain retail and mail-order department stores, when moving to or from such stores or other facilities thereof, from Chicago, Ill., to points in Indiana, Iowa, Michigan, and Wisconsin, with no transportation for compensation on return except as otherwise authorized." At the time of the hearing in the conversion proceeding (No. MC 45868 (Sub-No. 11), that portion of the Permit held by petitioner, as pertinent to this proceeding, read as follows: "Such commodities, as are dealt in by chain retail and mail-order department stores, from Chicago, Ill., to points in Indiana, Iowa, Michigan and Wisconsin; and rejected or returned shipment of the above-specified commodities, from the above-specified destination points to Chicago. Restriction: The transportation service specified above must be under individual contracts or agreements with persons (as defined in section 203(a) of the Interstate Commerce Act, 1935) who operate chain retail and mail-order department stores, the business of which is the sale of general commodities." By the instant petition petitioner requests the Commission waive Rule 1.101(e) of its general rules of practice, accept the here-tendered petition and modify the certificate in No. MC-119684 to provide for the transportation of: "Such commodities as are dealt in by chain, retail and mail-order department stores, from Chicago, Ill., to points in Indiana, Iowa, Michigan and Wisconsin, over irregular routes." Any person or persons desiring to participate in this proceeding may within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

No. MC 124327 (PETITION TO AMEND PERMIT), filed July 13, 1964. Petitioner: STANDARD MAGNESIUM CONTRACT CARRIER, INC., Tulsa, Okla. Petitioner holds Permit MC 124327 authorizing the transportation over irregular routes, of magnesium

products, magnesium anodes, and materials, supplies and equipment used in connection with the installation and use of such magnesium products and anodes, from plant sites of Standard Magnesium Corp., near Tulsa, Okla., to points in the United States, including Alaska (except Hawaii and Oklahoma); and materials and equipment used in the manufacture, installation and fabrication of magnesium products, and anodes, from points in the United States, including Alaska (except Hawaii and Oklahoma), to plant sites of Standard Magnesium Corporation, near Tulsa, Okla. RESTRICTION: The operations authorized are limited to a transportation service to be performed under a continuing contract, or contracts, with Standard Magnesium Corp. By the instant petition, petitioner requests that its permit be amended to reflect a change in the corporate name of the party for whom the carrier service is performed; specifically, by substituting the name "Kaiser Aluminum & Chemical Corporation" for the name "Standard Magnesium Corporation" wherever the latter name appears in said permit. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

No. MC 124328 (PETITION FOR MODIFICATION OF PERMIT), filed July 8, 1964. Petitioner: BRINK'S, INCORPORATED, Chicago, Ill. Petitioner is authorized in part in No. MC 124328 to transport currency and coin, between points on the Ohio Turnpike and Indiana Toll Road and Toledo and Cleveland, Ohio, limited to a transportation service to be performed under a continuing contract or contracts with Shell Oil Co., Sinclair Refining Co., and the Ohio Turnpike Commission. By the instant petition, petitioner requests that City Service Co. be substituted as shipper in lieu of Shell Oil Co. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief by petitioners.

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

No. MC 2228 (Sub-No. 44), filed July 13, 1964. Applicant: MERCHANTS FAST MOTOR LINES, INC., East U.S. Highway 80, Post Office Drawer 270, Abilene, Tex. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth, Tex., 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Commodities of unusual value, Classes A and B explosives, commodities in bulk, and commodities requiring special equipment*, over the following routes: (1) Between Dallas, Tex., and Odessa, Tex., from Dallas over U.S. Highway 80 to Odessa, and return over the same route. (2) Between Weatherford, Tex., and San Angelo, Tex., from Weatherford over U.S. Highway 180 to junction Texas Highway 351, thence over Texas Highway 351 to Abilene, Tex., thence over U.S. Highway 83 to Ballinger, Tex., and thence U.S. Highway 67 to San Angelo, and return over the same route. (3) Between Breckenridge, Brownwood, and Coleman, Tex., as follows: (1) From Breckenridge over Texas Highway 6 to junction U.S. Highway 183, thence over U.S. Highway 183 via Cisco, Tex., and Rising Star, Tex., to junction U.S. Highway 67, thence over U.S. Highway 67 to Brownwood. (2) from Breckenridge to Rising Star, Tex., as specified above, thence over Texas Highway 36 to Cross Plains, Tex., and thence over Texas Highway 206 to Coleman; and return over these routes to Breckenridge.

(4) Between Texas points, as follows: (1) From Ranger over Farm to Market Road 101 to junction Texas Highway 6; (2) from junction U.S. Highway 80 and Texas Highway 16 over Texas Highway 16 to junction Texas Highway 16 and U.S. Highway 180; (3) from Eastland over Texas Highway 6 to junction U.S. Highway 183; (4) from Stamford over U.S. Highway 380 to junction U.S. Highway 180, approximately 8 miles west of Albany; and return over these same routes. Service is authorized to and from all intermediate points on the above-specified routes. (5) Between Lubbock, Tex., and Jayton, Tex., from Lubbock over U.S. Highway 84 to Post, Tex., thence over U.S. Highway 380 to Jayton, and return over the same route. Service is authorized to and from the intermediate point of Post, Tex., and those between Post and Lubbock. (6) Between Lubbock, Tex., and Stamford, Tex., from Lubbock over U.S. Highway 82 to Dickens, Tex., thence over Texas Highway 70 to Jayton, Tex., and thence over U.S. Highway 380 to Stamford, and return over the same route. Service is authorized to and from the intermediate points of Dickens and Spur, Tex., and those between Spur and Stamford; and the off-route points of McAdoo and Afton, Tex.

(7) Between San Angelo, Tex., and Ozona, Tex., from San Angelo over U.S. Highway 67 to Barnhart, Tex., thence over Texas Highway 163 to Ozona, and return over the same route. Service is authorized to and from all intermediate points; and the off-route point of Sherwood, Tex. (8) Between Brownwood, Tex., and the site of Camp Bowie, Tex., from Brownwood over U.S. Highway 377 to junction unnumbered highway, thence over unnumbered highway to the site of Camp Bowie, and return over the same route. Service is not authorized to or from intermediate points. (9) Between Clairemont, Tex., and Stamford, Tex., from Clairemont over U.S. Highway 380 to junction Texas Highway 70, thence over Texas Highway 70 to Roby, Tex., thence over U.S. Highway 180 to Anson, Tex., and thence over U.S. Highway 277 to Stamford, and return over the same route. Service is authorized to and from the intermediate point of Anson, Tex., and those between Anson and Stamford, unrestricted on northbound traffic, southbound traffic restricted to pickup and delivery of commodities other than articles of unusual value, dangerous explosives, livestock, automobiles, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, moving to Anson or to or from points north thereof; and those points between Anson and Clairemont, except Roby and Rotan, restricted to pickup and delivery of eastbound traffic only.

(10) Between Fort Worth, Tex., on the one hand, and, on the other, the site of the new Army Bomber Assembly Plant, and anchorage and dock space, approximately 6 and 9 miles, respectively, northwest of Fort Worth. (11) From Abilene, Tex., to Camp Barkeley, Tex., from Abiline over U.S. Highway 277 to View, Tex., thence over unnumbered highway to Camp Barkeley, and return, with no transportation for compensation over this same route to Abilene. Service is not authorized to or from intermediate points. (12) Between Cisco, Tex., and Albany, Tex., from Cisco over U.S. Highway 380 to Albany, and return over the same route. Service is authorized to and from all intermediate and off-route points within 1 mile of the above-specified highways. (13) Between junction of U.S. Highway 180 and U.S. Highway 380 and Anson, Tex., from junction of U.S. Highway 180 and U.S. Highway 380 over U.S. Highway 180 to Anson, and return over the same route. Service is authorized to and from all intermediate and off-route points within 1 mile of the above-specified highways. (14) Between a point 12 miles west of Fort Worth, Tex., and Weatherford, Tex., from a point 12 miles west of Fort Worth over the new portion of U.S. Highway 80 to Weatherford, and return over the same route. Service is authorized to and from all intermediate points.

(15) Between San Angelo, Tex., and Goodfellow Field, Tex., from San Angelo over U.S. Highway 87 to junction unnumbered highway (approximately one-half mile southeast of San Angelo) and thence over unnumbered highway to Goodfellow Field, and return over these routes. (16) Between San Angelo, Tex., and Mathis Airport, Tex., from San Angelo over Farm to Market Road 584 to Mathis Airport, and return over these routes. Service is not authorized to or from intermediate points. (17) Between Dallas, Tex., and junction Texas Highway 183 and U.S. Highway 80, from Dallas over Texas Highway 183 to junction U.S. Highway 80, and return over the same route. Service is not authorized to or from intermediate points. (18) Between Lubbock, Tex., and Reese Air Force Base, Tex., from Lubbock over Texas Highway 116 to Reese Air Force Base, and return over the same route. Service is not authorized to or from intermediate points. (19) Between Hamlin, Tex., and Rotan, Tex., and points in Texas, as follows: (1) From Hamlin over U.S. Highway 83 via Anson, Tex., to Abilene, Tex., (2) from Hamlin over Texas Highway 92 to junction U.S. Highway 277, (3) from Hamlin over Farm Road 57 via Sylvester, and McCaulley, Tex., to Longworth, Tex., (4) from Hamlin over Farm Road 57 to junction U.S. Highway 180, thence over U.S.

Highway 180 to Roby, (5) from Rotan over Texas Highway 70 via Roby, Tex., and Longworth, Tex., to Sweetwater, Tex., return over these routes to Hamlin and Rotan. Service is authorized to and from all intermediate points.

(20) Between Abilene, Tex., and Wichita Falls, Tex., from Abilene to Anson, Tex., as specified above, thence over U.S. Highway 277 to Wichita Falls, and return over the same route. Service is authorized to and from all intermediate points. (21) Service is authorized to and from points in the Dallas, Tex., commercial zone as defined by the Commission, as intermediate and off-route points in connection with carrier's presently authorized regular-route operations to and from Dallas. (22) Service is authorized to and from points in the Fort Worth, Tex., commercial zone, as defined by the Commission, as intermediate and off-route points in connection with carrier's presently authorized regular-route operations to and from Fort Worth, Tex. (23) Between Houston, Tex., and Cedar Bayou, Tex., serving all intermediate points and the off-route points of Baytown, Tex., and San Jacinto Battlefield, Tex., from Houston over Texas Highway 225 to La Porte, Tex., thence over Texas Highway 146 to Cedar Bayou, and return over the same route. (24) Between Houston, Tex., and Goose Creek, Tex., serving all intermediate points and the off-route point of Lynchburg, Tex.: From Houston over unnumbered highway via Wooster, Tex., and Baytown, Tex., to Goose Creek, and return over the same route.

(25) Between Houston, Tex., and Bay City, Tex., serving the intermediate points between Wharton, Tex., and Bay City, Tex., from Houston over Alternate U.S. Highway 90 to Rosenberg, Tex., thence over U.S. Highway 59 to Wharton, Tex., and thence over Texas Highway 60 to Bay City, Tex., and return over the same route. (26) Between Houston, Tex., and Bay City, Tex., serving all the intermediate points, from Houston over Texas Highway 288 to Angleton, Tex., thence over Texas Highway 35 via West Columbia, Tex., to Bay City, and return over the same route. (27) Between Houston, Tex., and Boling, Tex., serving all intermediate points, from Houston to West Columbia, Tex., as specified above, thence over unnumbered highway via Newgulf, Tex., and Danciger, Tex., to Boling, and return over the same route. (28) Between Houston, Tex., and Mount Belvieu, Tex., serving all intermediate points between Highlands and Mount Belvieu, including Highlands, Tex., from Houston over unnumbered highway via Highlands, Tex., to junction Texas Highway 146, thence over Texas Highway 146 to Mount Belvieu, and return over the same route. (29) Between Houston, Tex., and Wharton, Tex., serving the intermediate point of Beasley, Tex., and the intermediate points between Beasley and Wharton, Tex., from Houston over U.S. Highway 59 via Rosenburg, Tex., to Wharton, and return over the same route.

(30) Between Houston, Tex., and Louise, Tex., serving all intermediate points south of Wharton, Tex., from Houston over U.S. Highway 59 to Louise, and return over the same route. *General commodities:* (31) Between Brownwood, Tex., and Llano, Tex., as follows: from Brownwood over U.S. Highway 377 to Brady, Tex., thence over Farm to Market Road 734 to its intersection with Texas Highway 29, thence over Texas Highway 29, to Llano, serving the intermediate points of Voca, Fredonia, Pontotoc, Field Creek, and Valley Springs, Tex. (32) Between Mason, Tex., and the intersection of Farm to Market Roads 386 and 734 over Farm to Market Road 386, serving the intermediate point of Wagram, Tex., and coordinating the service with that presently rendered. (33) Between San Antonio, Tex. and Mason, Tex., from San Antonio over U.S. Highway 87 to Mason, serving no intermediate points. (34) Between Mason, Tex., and Llano, Tex., from Mason over Texas Highway 29 to Llano, serving all intermediate points.

(35) Between Fredericksburg, Tex., and Llano, Tex., from Fredericksburg over Texas Highway 16 to Llano, serving all intermediate points, but prohibited from serving to or from Fredericksburg. (36) Between Comanche, Tex., and Rising Star, Tex., from Comanche over Texas Highway 36 to Rising Star, serving no intermediate points. (37) Between De Leon, Tex., and Rising Star, Tex., from De Leon over Farm to Market Road 587 to Rising Star, serving all intermediate points. Authorized to coordinate this service with other service of the carrier. (38) Between Houston, Tex., and San Antonio, Tex., from Houston over U.S. Highway 90 via Columbus, Weimar, Schulenburg, Flatonia, Waelder, Luling, and Seguin, Tex., to San Antonio, serving no intermediate points and coordinating this with other service. (39) Between Gatesville, Tex., and Fort Hood, Tex., (1) from Gatesville over unnumbered county road to Fort Hood, (2) from Gatesville over Texas Highway 36 to Fort Hood, coordinating this service with the service now being rendered by the holder hereof under his existing certificate, and by interchanging with other carriers.

(40) Between San Saba, Tex., and Llano, Tex., from San Saba over Texas Highway 16 to Llano, and coordinating this service with service now being rendered under existing certificates. (41) Between Brownwood, Tex., and Waco, Tex., from Brownwood over U.S. Highway 84 via Zephyr, Mullen, Goldthwaite, Star, Evant, Gatesville, Oglesby, and McGregor, and South Bosque, Tex., to Waco, but prohibited from serving South Bosque. (42) Between Rising Star, Tex., and Denton Community, Tex., over Texas Highway 36, serving Pioneer, Cross Plains, and Rowden, Tex., as intermediate points. (43) Between Denton Community, Tex., and Oplin, Tex., over Farm to Market Road 604, serving no intermediate points. (44) Between Cross Plains, Tex., and Coleman, Tex., over Texas Highway 206, serving Burkett, Tex., and Echo, Tex., as intermediate points.

(45) Between Cross Plains, Tex., and Brownwood, Tex., over Texas Highway 279, serving Cross Cut, Tex., as an intermediate point and Thrifty, Tex., and Grosvenor, Tex., over unnumbered county roads as off-route points. (46) Between Rising Star, Tex., and Byrds, Nimrod, Scranton, Cottonwood, Admiral, Eula, Holder, and Atwell, Tex., over unnumbered county roads, serving no intermediate points. (47) Between Stephenville, Tex., and Dublin, Tex., from Stephenville over U.S. Highway 67 to Dublin, serving no intermediate points situated on U.S. Highway 67, coordinating this service with the service now being rendered. (48) Between Brownwood, Tex., and Bangs, Tex., over U.S. Highway 67. (49) Between Gatesville, Tex., and Comanche, Tex., from Gatesville over Texas Highway 36, via Ames, Jonesboro, Hamilton, Lamkin, and Custine, Tex., to Comanche.

(50) Between Stephenville, Tex., and Hico, Tex., from Stephenville over U.S. Highway 281 to Hico, rendering service to the termini towns and intermediate points. (51) Between Comanche, Tex., and Brownwood, Tex., from Comanche over U.S. Highway 67 to Brownwood, rendering service to the termini towns and intermediate points. (52) Between Boleman, Tex, and Brady, Tex., from Coleman over U.S. Highway 283 to its intersection with U.S. Highway 87, thence over U S. Highway 87 to Brady. (53) Between San Saba, Tex., and Dublin, Tex., from San Saba via Goldthwaite, Comanche and De Leon, Tex., over Texas Highway 16 to De Leon, thence over Texas Highway 6 to Dublin. (54) Between Comanche, Tex., and Dublin, Tex., from Comanche over U.S. Highway 67 via Proctor, Tex., to Dublin.

(55) Between San Saba, Tex., and Comanche, Tex. (56) Between Comanche, Tex., and Dublin, Tex., from Comanche via De Leon, Tex., to Dublin. (57) Between San Saba, Tex., and Brady, Tex., from San Saba over U.S. Highway 190 via Algerita, Richland Springs, and Rochelle, Tex., to Brady, serving all intermediate points. (58) Between Fort Worth, Tex., and Stephenville, Tex., from Fort Worth over U.S. Highway 377 via Cresson, Granbury, and Bluff Dale, Tex., to Stephenville. (59) Between Dublin, Tex., and Cross Plains, Tex., from Dublin via De Leon, Carbon, and Rising Star, Tex., over Texas Highway 6 to Carbon, thence Farm to Market Road 1027 to its intersection with Texas Highway 36, thence Texas Highway 36 to Cross Plains.

(60) Between Dublin, Tex., and Hamilton, Tex., from Dublin over Texas Highway 6 to Hico, Tex., thence over U.S. Highway 281 to Hamilton, but restricted from picking up and delivering property between Hico and Hamilton. (61) Between Hico, Tex., and Waco, Tex., from Hico over Texas Highway 6, via Meridian and Clifton, Tex., to Waco, but forbidden to transport property to any point between Waco and Carlton, if such shipments originate at Waco, or to accept from interline carriers at Waco any shipments to such points. (62) Between Waco and Texas points, as follows: (1) From Waco, Tex., to James Connally Air Force Base which is located approximately 3½ miles northeast of Waco, approximately one-half mile from U.S. Highway 77 and U.S. Highway 81, over U.S. Highways 81 and 77, for

approximately 3 miles north of Waco; thence over an entrance road from said highways to the airport; also over U.S. Highway 84 for approximately 3 miles; thence over an entrance road from said highways to the airport; thence to operate over unnumbered road serving the entire field. (2) From Waco, Tex., to the Owens-Illinois Glass Plant located 2.1 miles west of Waco city limits, via U.S. Highway 67 and Memorial Drive. (3) From Waco, Tex., to the Veterans Hospital located across the road from Owens-Illinois Glass Plant over the same route. (4) From Waco, Tex., to the incorporated city of Beverly Hills, Tex., immediately adjacent to Waco, which will be reached over the same route. (5) Between Waco, Tex., and the Borden Plant located one-fifth mile from the Waco city limits via Garrison, Tex. (6) Between Waco, Tex., and the municipal airport via McLennan County Highway 402, commonly known as "North 19th Street" to Bosqueville approximately 2.3 miles, thence over McLennan County Highway 400 for approximately 1.3 miles, thence over McLennan County Highway 408 to the airport, eight-tenths of a mile, and returning over the same route, coordinating this service with the service now being rendered. (7) Between the Borden Plant and the Airport; to return one-tenth of a mile from the Borden Plant to Davis Street, thence east of Davis Street for nine-tenths of a mile to the Dallas Highway, thence over this route to the airport.

(63) Between Abilene, Tex., and Coleman and Brownwood, Tex., as follows: (1) From Abilene, Tex., to Coleman, Tex., over U.S. Highway 84, serving all intermediate points on southbound freight, but prohibited and restricted from serving such intermediate points on northbound freight, (2) from Abilene to Brownwood over Texas Highway 36 to its intersection with Texas Highway 279, thence over Texas Highway 279 to Brownwood, serving all intermediate points and coordinating this service with existing service. Restricted and prohibited from serving Coleman, Brownwood, Fort Worth, and Dallas out of Abilene, and vice versa. (64) Between Waco, Tex., and Bluebonnet Ordnance Depot, as follows: From Waco to Bluebonnet Ordnance Depot located near the town of McGregor, Tex., over U.S. Highway 84 and return over the same route, coordinating this service with the service now being rendered under existing certificate.

(65) Between Dallas, Tex., and Odessa, Tex., as follows: (1) From Dallas over U.S. Highway 80 to Weatherford, Tex., (2) From Weatherford over U.S. Highway 180 to intersection with Texas Highway 351, thence over Texas Highway 351 to Abilene, Tex., (3) From Abilene to Odessa over U.S. Highway 80. (66) Between Dallas, Tex., and Fort Worth, Tex., from Dallas to Fort Worth over Texas Highways 114 and 121. (67) Between intersection of U.S. Highway 180 with Texas Highway 16 over Texas Highway 16 and intersection with U.S. Highway 80. (68) Between Abilene, Tex., and Lubbock, Tex., as follows: From Abilene to Stamford, Tex., over U.S. Highway 277, thence over U.S. Highway 380 to its intersection with Texas Highway 70, thence over Texas Highway 70 to Dickens, Tex., thence over U.S. Highway 82 to Lubbock, serving no intermediate points between Lubbock and Spur except Dickens. (69) Between Albany, Tex., and Lubbock, Tex., from Albany over U.S. Highway 180 to Roby, thence over Texas Highway 70 to intersection of Texas Highway 70 with U.S. Highway 380 at a point 6 miles east of Clairemont, thence over U.S. Highway 380 to Post, thence over U.S. Highway 84 to Lubbock, prohibited from serving Roby and Rotan.

(70) Between Albany, Tex., and Stamford, Tex., from Albany over U.S. Highway 380 to Stamford. (71) Between intersection of Texas Highway 70 and U.S. Highway 380 at a point east of Clairemont and the intersection of U.S. Highway 380 and Texas Highway 70 at a point south of Jayton, over U.S. Highway 380. (72) Between Abilene, Tex., and Camp Barkeley, Tex., from Abilene to Camp Barkeley over U.S. Highway 277 and county road, serving no intermediate points. (73) Between Fort Worth, Tex., and Consolidated-Vultee Aircraft Corporation Plant and installations via Texas Highways 183, 199, 34, and county road. (74) Between Abilene, Tex., and Ozona, Tex., from Abilene over U.S. Highway 83 to Ballinger, thence U.S. Highway 67 to Barnhart, and thence over Texas Highway 163 to Ozona.

(75) Between Albany, Tex., and Brownwood, Tex., from Albany over U.S. Highway 380 to Cisco, Tex., thence over U.S. Highway 183 to Brownwood. (76) Between Rising Star, Tex., and Coleman, Tex., from Rising Star over Texas Highway 36 to Cross Plains, Tex., thence over Texas Highway 206 to Coleman. (77) Between Fort Worth, Tex., and Mason, Tex., from Fort Worth over U.S. Highway 377 to Mason, serving no intermediate points except Brady. (78) Between Breckenridge, Tex., Eastland, Tex., and Ranger, Tex., as follows: (1) From Breckenridge over U.S. Highway 183 to junction U.S. Highway 183 and Texas Highway 6, thence over Texas Highway 6 to Eastland, (2) from Breckenridge over U.S. Highway 183 to junction U.S. Highway 183 and Texas Highway 6, thence over Texas Highway 6 to intersection of Texas Highway 6 and Farm to Market Road 101, thence over Farm to Market Road 101 to Ranger. (79) Between San Angelo, Tex., and Goodfellow Field, Tex., from San Angelo to Goodfellow Field over U.S. Highway 87 and unnumbered county road.

(80) Between San Angelo, Tex., and Mathis Airport, Tex., from San Angelo to Mathis Airport over unnumbered county roads. (81) Between Lubbock, Tex., and Reese Air Force Base, Tex., from Lubbock to Reese Air Force Base over Texas Highway 116, serving no intermediate points. (82) Alternate route between Dallas, Tex., and the junction of Texas Highway 183 with U.S. Highway 80, over Texas Highway 183, serving no intermediate points except Fort Worth, Texas, coordinating such service with that rendered under all other authority. The holder of this certificate is authorized to serve the termini and all intermediate points in both directions on the above described routes except where specifically restricted and prohibited from rendering service.

(83) Between Weatherford, Tex., and Abilene, Tex., as follows: from Weatherford over U.S. Highway 80 to Abilene, serving no intermediate points between Weatherford and junction of U.S. Highway 80 with Texas Highway 16. (84) Alternate route between Lubbock, Tex., and Big Spring and Stanton, Tex., as follows: (1) from Lubbock, Tex., over U.S. Highway 87 to Big Spring, Tex., and (2) from Lubbock, Tex., over U.S. Highway 87 to Lamesa, Tex., and thence over Texas Highway 137 to Stanton, Tex., returning over the same route and serving no intermediate points, coordinating the proposed service with that presently authorized. (85) Between San Angelo, Tex., and Post, Tex., from San Angelo over U.S. Highway 67 to junction with U.S. Highway 277, thence over U.S. Highway 277 to junction with Texas Highway 70, thence over Texas Highway 70 to Sweetwater, thence over U.S. Highway 84 to Post, serving only Sweetwater as an intermediate point, coordinating the proposed service with that rendered under other certificates. (86) Between Stamford, Tex., and Wichita Falls, Tex., from Stamford over U.S. Highway 277 via Haskell, Munday, and Seymour, Tex., to Wichita Falls, serving all intermediate points. (87) Between Wichita, Falls and Sheppard Air Force Base, Tex., and the Municipal Airport, and/or Kell Field, over U.S. Highway 277 and 281 to Sheppard Air Force Base and over U.S. Highways 277 and 281 to intersection with an unnumbered county road, thence over unnumbered county road to Wichita Falls Municipal Airport and/or Kell Field, but the holder of this authority is restricted from transporting commodities originating at Wichita Falls and destinated to either of these airports or originating at either of the airports and destined to Wichita Falls, also using county roads leading off U.S. Highway 277 to serve Hodges and Truby, Tex. (88) Between Sweetwater, Tex., and Stamford, Tex., from Sweetwater over Texas Highway 70 via Roby, Tex., to Rotan, Tex., thence over Texas Highway 92 via Hamlin, Tex., to Stamford. (89) Between McCauley, Tex., and Sweetwater, Tex., from McCauley over Farm to Market Road 67 via Sylvester, Tex., and Longworth, Tex., to a junction of Farm to Market Road 67 with Texas Highway 70, approximately one mile west of Longworth, thence Texas Highway 70 to Sweetwater, serving McCauley, Sylvester, Longworth, and Sweetwater.

(90) Between Anson, Tex., and Snyder, Tex., from Anson over U.S. Highway 180 to Snyder, serving all intermediate points and coordinating the proposed service with that being rendered under existing certificates. (91) Between Seymour, Tex., and Dickens, Tex., from Seymour over U.S. Highway 82 to Dickens, serving no intermediate points and coordinating this service with that authorized under other authority. (92) Alternate route between San Angelo, Tex., and Brady, Tex., from San Angelo over U.S. Highway 87 to Brady, serving

no intermediate points, coordinating the service with that authorized under authority otherwise granted. (93) Alternate route between San Angelo, Tex., and Midland, Tex., from San Angelo over U.S. Highway 87 to its intersection with Texas Highway 158, thence over Texas Highway 158 to Midland, returning over the same route, serving no intermediate points, as an alternate route for operating convenience, coordinating the service with that rendered under other authority. (94) Alternate route between Midland, Tex., and Lamesa, Tex., from Midland over Texas Highway 349 to Lamesa, serving no intermediate points, and without service at Lamesa, coordinating this service with that being rendered under existing certificates.

(95) Alternate route between Houston, Tex., and Gatesville, Tex., as follows: From Houston over U.S. Highway 290 to Brenham, thence over Texas Highway 36 to Gatesville, returning over the same route, serving no intermediate points, coordinating the service with that authorized under other certificates, including joinder with other authority at Gatesville, restricted from handling any traffic between Houston on the one hand, and Dallas, Fort Worth, and Waco on the other, over this route. (96) Between Roscoe, Tex., and Texas points, as follows: from Roscoe, over Farm to Market Road 608 to Maryneal, Tex., thence over unnumbered county roads to the junction with Texas Highway 70 at a point 15 miles south of Sweetwater, Tex., and also at a point 12 miles north of Blackwell, Tex., returning over the same routes and serving all intermediate points and coordinating this service with the existing service prohibited from transporting cement in bulk. (97) Between Dallas, Tex., and San Antonio, Tex., from Dallas over U.S. Highway 67 to intersection with Texas Highway 220, thence over Texas Highway 220 to intersection with U.S. Highway 281, thence over U.S. Highway 281 to San Antonio, serving no intermediate points except Evant, Hamilton, and Hico, Tex., returning over the same route.

(98) Between Fort Worth, Tex., and San Antonio, Tex., from Fort Worth over U.S. Highway 81 to junction with Texas Highway 174, thence over Texas Highway 174 to junction with U.S. Highway 67, thence over the above described route to San Antonio, returning over the same route and serving no intermediate points except Hamilton, Hico, and Evant, Tex., and the applicant is hereby prohibited from serving Waco, Gatesville, Fort Hood, and Temple, by the use of the proposed route out of Dallas, Fort Worth, and San Antonio, Tex. (99) Between Fort Worth, Tex., and Seymour, Tex., from Fort Worth over Texas Highway 199 to Seymour, serving no intermediate points, as an alternate route for operating convenience only, without service at Seymour, but forming a physical connection of routes at Seymour for joinder purposes and prohibited and restricted from handling over such route any freight originating at or destined to Wichita Falls, Tex.

(100) Between Coleman, Tex., and Ballinger, Tex., from Coleman over Texas Highway 206 to its intersection with U.S. Highway 67, 6 miles south of Coleman, thence over U.S. Highway 67 to Ballinger, serving all intermediate points. (101) Between Santa Anna, Tex., and the intersection of U.S. Highway 67 and Texas Highway 206 at a point 6 miles south of Coleman, Tex., over U.S. Highway 67, as an alternate route for operating convenience only. (102) Between Bangs, Tex., and Santa Anna, Tex., from Bangs over U.S. Highway 67 to Santa Anna, serving all intermediate points, coordinating the service proposed with that under other authority. (103) Between Dallas, Tex., and Fort Worth, Tex., from Dallas over Texas Highway 183 to Fort Worth, serving all intermediate points, including service to the Menasco Manufacturing Co. plant area on Farm to Market Road 157, located approximately one block south of Texas Highway 183 on Farm to Market Road 157, including joinder of routes at the termini.

(104) Alternate route to authorize common carrier motor carrier service over the following alternate routes, serving no new or additional points except those authorized to be served under existing authority: (1) between Big Spring, Tex., and Snyder, Tex., over Texas Highway 350, serving no intermediate points; (2) between Colorado City, Tex., and Snyder, Tex., from Colorado City over Texas Highway 308 to its intersection with U.S. Highway 84, thence over U.S. Highway 84 to Snyder, returning over the same route. (3) Between Aspermont, Tex., and Hamlin, Tex., over U.S. Highway 83. (4) between San Antonio, Tex., and the intersection of Military Road near Camp Bullis: from San Antonio over Loop 13 and U.S. Highway 31 to intersection with Farm to Market Road 1535, and thence over Farm to Market Road 1535 to its intersection with Military Road; thence over Military Road to its intersection with U.S. Highway 87 at or near Camp Bullis, but with no service at Camp Bullis; serving the termini in each instance and forming a physical connection of routes at the junction of each route covered by this application with each existing route for joinder of routes only.

(105) Alternate route between Stephenville, Tex., and the junction of U.S. Highway 67 with Texas Highway 220, over U.S. Highway 67, serving no intermediate points with joinder of this authority at the junction of U.S. Highway 67 with Texas Highway 220, so as to render a through service over this route and the authorized routes joining at said junction generally with routes between Dallas, Fort Worth, San Antonio, Hamilton, Hico, and Evant, Tex., coordinating the service with that under other authority. RESTRICTION: The holder of this certificate is prohibited from serving Waco, Gatesville, Fort Hood, or Temple, or Houston by use of the proposed route out of Dallas, Fort Worth, and San Antonio, Tex.

(106) Between San Antonio, Tex., and Medina Air Force Base, Tex., as follows: from San Antonio via Loop 13 to its intersection with an unnumbered Government road, thence over the unnumbered Government road approximately 3.9 miles to the entrance of Medina Base, returning over the same route, serving all intermediate points and the area of Medina Base, using all access roads and coordinating with existing authority. (107) To authorize service over the Dallas-Fort Worth, Tex., toll road (Texas Turnpike Authority) using all access roads in connection therewith, serving all intermediate points now authorized to be served and using the toll road in interstate commerce, coordinating the services with that authorized under other authority. RESTRICTION: This authority not subject to transfer except with the primary authority.

(108) Between Dallas, Tex., and the following points: (1) University Park over Texas Highway 289, (2) Highland Park over Texas Highway 289. (3) Richardson over U.S. Highway 75, (4) Garland, Tex., over Texas Highway 78, (5) Mesquite, Tex., over U.S. Highway 80. (6) Grand Prairie, Tex., over U.S. Highway 80, (7) Duncanville, Tex., over U.S. Highway 67 to its intersection with Camp Wisdom Road, thence over Camp Wisdom Road to Duncanville, Tex., (8) Woodland Hills over U.S. Highway 67, (9) Rylie over U.S. Highway 175, (10) Alta Mesa over Texas Highway 342, (11) Farmers' Branch over U.S. Highway 77, (12) Carrollton, Tex., over U.S. Highway 77, (13) Addison over Texas Highway 289, (14) Buckingham, Tex., over U.S. Highway 75 to Municipal Streets, thence over Municipal Streets to Buckingham, (15) Irving, Tex., over Texas Highways 183 and 356 and over Loop 12, (16) Cockrell Hill, Tex., over U.S. Highway 80 and Municipal Streets, (17) Balch Springs, Tex., over U.S. Highway 175 to Elam Road, thence over Elam Road to Balch Springs, (18) Fruit Dale over U.S. Highway 75 and Loop 12, (19) Arcadia Park, Tex., over U.S. Highway 80.

(109) Between Fort Worth, Tex., and the following points: (1) Benbrook, Tex., over U.S. Highway 377, (2) Edgecliff, Tex., over Texas Highway 731 and James Street, (3) Forest Hill over U.S. Highway 287, (4) Urban Compact No. 3 over U.S. Highway 287 to Wrey Crest, thence over Wrey Crest to Urban Compact No. 3, (5) Urban Compact No. 2 over U.S. Highway 87 to Forest Hill Road, thence over Forest Hill Road to Urban Compact No. 2, (6) Urban Compact No. 4 over U.S. Highway 287 to Forest Hill-Everman Road, thence over Forest Hill-Everman Road to Urban Compact No. 4, (7) Kennedale, Tex., over U.S. Highway 287, (8) Lake Worth Village over Texas Highway 199, (9) North Richland Hills over U.S. Highway 377 and Texas Highway 121, (10) Richland Hills over U.S. Highway 377, Texas Highways 121 and 183, (11) Haltom City, Tex., over U.S. Highway 377, (12) West Richland Hills over U.S. Highway 377, (13) Saginaw, Tex., over U.S. Highway 81, (14) Urban Compact No. 1 over Texas Highway 183 to its intersection with Watauga Road, thence over Watauga Road to Urban Compact No. 1, (15) Westover Hills over U.S. Highway 377 and Municipal Streets, (16) Sansom Park Village over Texas Highway 199, (17) River Oaks over Texas

Highways 199 and 183, (18) Westworth over White Settlement Road and Texas Highway 183, (19) White Settlement over Texas Highways 550 and 183, (20) Everman over U.S. Highway 287 to its intersection with Forest Hill-Everman Road, thence over Forest Hill-Everman Road to Everman, Tex.

(110) Between San Antonio, Tex., and the following points: (1) Balcones Heights over U.S. Highway 87, (2) Castle Hill over U.S. Highway 281 and northwest Loop 13, (3) Olmos Park over U.S. Highway 81, (4) Alamo Heights over U.S. Highway 81, (5) Terrell Hills over U.S. Highway 81, (6) Kelly Air Force Base over U.S. Highway 81, (7) Lackland Air Force Base over U.S. Highway 90, (8) Longhorn Portland Cement Co. Plant over U.S. Highway 81 and Weidner Road, (9) Loop 13, serving all points and places located on or adjacent to said loop. To coordinate operations over the above routes with the service presently being rendered and to coordinate operations over all of the above routes and to serve intermediate points and industries over each of such routes and to operate between all of the points named in the above routes, using all streets and highways necessary to perform such operations.

(111) *Empty trucks and trailers,* as follows: (1) from Waco, Tex., to Houston, Tex., only, as follows: from Waco over Texas Highway 6 to its intersection with U.S. Highway 290 at Hempstead: thence over U.S. Highway 290 to Houston, (2) from Waco, Tex., to Dallas, Tex., only as follows: from Waco over U.S. Highway 81 to its intersection with U.S. Highway 77 at Hillsboro, Tex., thence over U.S. Highway 77 to Dallas, serving no intermediate points and serving no off-route points over the highways, and coordinating this proposed service with service rendered under existing authority, (3) from Waco, Tex., to Fort Worth, Tex., only, as follows: from Waco over U.S. Highway 81 to Fort Worth. RESTRICTION: The authority herein granted in parts (1), (2), and (3) shall not be construed to authorize movement of any empty trucks and trailers from Houston, Fort Worth, or Dallas to Waco, and shall not, by combination with existing authority or otherwise, be construed to authorize movement of any empty trucks and trailers between Houston and Fort Worth, or Houston and Dallas.

(112) Alternate route between San Angelo, Tex., and Big Spring, Tex., over U.S. Highway 87. (113) Alternate route between San Angelo, Tex., and Colorado City, Tex., over Texas Highway 208, serving no intermediate points, with joinder of this authority at the termini so as to render a through service over this route and the authorized routes joining at said termini generally with routes between Houston, San Antonio, Synder, Post, Lubbock, Lamesa and Big Spring, Tex., coordinating the service with that under other authority. (114) Between Waco, Tex., and the following named points: (1) Lacy-Lakeview over U.S. Highway 81, (2) Beverly Hills over Memorial Drive and Texas Highway 6, (3) Woodway over U.S. Highway 84 and municipal streets, (4) Northcrest over U.S. Highway 81, (5) Bellmead over U.S. Highway 84 and U.S. Highway 81. To coordinate operations over the above routes with the service presently being rendered under existing certificates and to coordinate operations over all of the above routes and to serve intermediate points and industries over each of such routes and to operate between all of the points named on the above routes, using all streets and highways necessary to perform such operations.

(115) Between El Paso, Tex., and the following named points: El Paso Electric Company's Newman Power Plant located approximately nineteen (19) miles north of El Paso County Court House, and approximately six (6) miles north of the city limits of El Paso, serving all intermediate points as follows: (1) from El Paso in a northerly direction over unnumbered Target Range Road to a point on said road approximately 1 mile south of the Texas-New Mexico State line, a distance of approximately five and one-half (5½) miles from the city limits of El Paso; thence eastward over an unnumbered approach road a distance of one-half mile to Newman Power Plant and return over the same route, using all access roads to said plant, (2) from El Paso in a northeasterly direction over U.S. Highway 54 to a point on said highway 1 mile south of the Texas-New Mexico State line, a distance of approximately four and one-half (4½) miles from the city limits of El Paso, thence westward over an unnumbered approach road, a distance of 5⅓ miles to Newman Power Plant, and return over the same route, using all access roads to said plant. To coordinate operations over the above routes with the service presently being rendered under existing certificates and to coordinate operations over all of the above routes and to serve intermediate points and industries over each of such routes and to operate between all of the points named on the above routes, using all streets and highways necessary to perform such operations.

(116) Alternate route between Stamford, Tex., and Quanah, Tex., as follows: from Stamford over U.S. Highway 380 to its intersection with Texas Highway 283, thence over Texas Highway 283 to Quanah, returning over the same route, serving no intermediate points, but with joinder of this authority at the termini so as to render a through service over this route and the routes joining at said termini, coordinating the service with that under all other authority.

(117) To use the highways of Texas to *deadhead empty vehicle equipment* over any highway, the use of which is necessary or desirable to accomplish a reasonably direct or practicable movement thereof between any two points incidental to either prior or subsequent transportation in interstate or foreign commerce. (118) Alternate route between Aspermont, Tex., and Childress, Tex., over U.S. Highway 83, serving no intermediate points, with joinder of this authority at the termini so as to render a through service over this route and the authorized routes joining at said termini, coordinating the service with that under other authority. (119) Between San Angelo, Tex., and Twin Butte Dam Site: from San Angelo via U.S. Highway 67 and Knickerbocker Road and U.S. Highway 277 and all county and access roads to the site of the Twin Butte Dam, a total distance from the city limits of San Angelo of approximately ten (10) miles, serving all points and places and installations within the construction area of said dam, and with joinder of this authority at the termini so as to render a through service over this route and the routes joining at said termini, coordinating the service with that under other authority.

(120) Between Abilene, Tex., and Intercontinental Ballistic Missile Sites: (1) from Abilene over Texas Highway 351 to its intersection with Farm to Market Road 1082, thence over Farm to Market Road 1082 to area of Intercontinental Ballistic Missile Launching Site 1, commonly referred to as "Fort Phantom Lake Site;" (2) from Abilene over U.S. Highway 80 to its intersection with Farm to Market Road 604 near Clyde, thence over Farm to Market Road 604 to its intersection with Farm to Market Road 18, thence over Farm to Market Road 18 to Intercontinental Ballistic Missile Site 2, at a point southwest of Baird, Tex., (3) from Abilene over Farm to Market Road 36 to Denton Community, Tex., thence over Farm to Market Road 604 (and also from intersection of unnumbered road with Farm to Market Road 36 over unnumbered road) to Intercontinental Ballistic Site 3, north of Denton Community; (4) from Abilene over U.S. Highway 83 to its intersection with U.S. Highway 84, thence over U.S. Highway 84 to its intersection with Farm to Market Road 604, thence over Farm to Market Road 604 to Intercontinental Ballistic Missile Site 4, east of Lawn, Tex.

(5) from Abilene over U.S. Highway 83 to Intercontinental Ballistic Missile Site 5, known as the "Bradshaw Site;" (6) from Abilene over U.S. Highway 277 to Intercontinental Ballistic Missile Site 6, known as the "Shep Site;" (7) from Abilene over U.S. Highway 277 to its intersection with Farm to Market Road 126, thence over Farm to Market Road 126 (also from Abilene over U.S. Highway 80 to Merkel, Tex., thence over Farm to Market Road 126) to Intercontinental Ballistic Missile Site 7, northeast of Nolan, (8) from Abilene over U.S. Highway 80 to its intersection with Farm to Market Road 707, thence over Farm to Market Road 707 (also from Abilene over U.S. Highway 83 to its intersection with unnumbered road, thence over unnumbered road in a westerly direction) to Intercontinental Ballistic Site 8, south of Anson, Tex., (9) from Abilene over U.S. Highway 277 to Corinth, thence over Farm to Market Road 1634 to Intercontinental Ballistic Site 9 near Corinth, Tex.

(10) from Abilene over U.S. Highway 80 to Baird, Tex., thence over U.S. Highway 283 to intersection with unnumbered county road at a point south of Albany, thence over unnumbered county road to Intercontinental Ballistic Missile Site 10,

located at a point south of Albany, (11) from Abilene over Texas Highway 36 to its intersection with Farm to Market Road 1178, thence over Farm to Market Road 1178 to intersection with Farm to Market Road 604 (also from Abilene over Texas Highway 36 to intersection with Farm to Market Road 604) thence over Farm to Market Road 604 to Intercontinental Ballistic Missile Site 11 at a point northeast of Oplin, (12) from Abilene over U.S. Highway 83 to Winters, Tex., thence over Farm to Market Road 1770 to unnumbered county road, thence over unnumbered county road (also from Abilene over U.S. Highway 83 to its intersection with unnumbered county road or roads, thence over unnumbered county roads to intersection with Farm to Market Road 1770 to intersection with unnumbered road, thence over unnumbered road) to Intercontinental Ballistic Site 12, located adjacent to Lake Winters at a point east of Winters; coordinating the service with all service and other carriers, and serving no intermediate points, but tacking such authority at points of joinder or common points with other authority so as to render a fully coordinated service in conjunction with all other routes on a coordinated basis, effecting a network of operations from the aforementioned routes, returning over the same routes.

(121) Alternate route between Dallas, Tex., and Decatur, Tex., serving no intermediate points, as follows: from Dallas over U.S. Highway 77 to its intersection with Texas Highway 24, thence over Texas Highway 24 to Decatur, returning over the same route and coordinating service under this certificate with service authorized under other certificates. (122) Between Fort Worth, Tex., and Wichita Falls, Tex., from Fort Worth over U.S. Highway 287, via Bowie, Tex., to Wichita Falls. (123) Between Wichita Falls, Tex., and Amarillo, Tex., from Wichita Falls to Amarillo over U.S. Highway 287, via Vernon, Quanah, Childress, Memphis, and Clarendon, Tex., serving all intermediate points. (124) Between Wichita Falls, Tex., and Sheppard Field and the Wichita Falls Airport and/or Kell Field, from Wichita Falls over U.S. Highways 277 and 281 to their intersection with unnumbered county road, thence over said unnumbered county road to Sheppard Field and the Wichita Falls Airport and/or Kell Field, coordinating this service with the service being rendered under existing certificates.

(125) Between Vernon, Tex., and Victory Field, Tex., from Vernon over U.S. Highway 183 and U.S. Highway 283, approximately five (5) miles, thence west over unnumbered county road to Victory Field, a distance of one (1) mile, thence to serve the flying field over private and unnumbered road, returning over the same route, and serving all intermediate points and coordinating this service with the service now rendered under existing certificates. (126) Between Vernon, Tex., and the Vernon Airport: from Vernon, Tex., to the Vernon Airport, approximately five (5) miles north of Vernon on Texas Highway 23, and using such highway as well as all county highways serving Vernon Airport located within or without the boundaries of such airport and which connect with or over which it is required to connect with Texas Highway 23, returning over the same route and serving all intermediate points, and coordinating this service with the service now rendered under existing certificates.

(127) Between the city of Amarillo, Tex., and the United States Shell Loading plant, known as the Plantex Ordnance Plant, using U.S. Highway 60 via St. Francis; also serving the U.S. Army Air Corps Technical School and English Field Airport; coordinating this service with the service now being rendered under existing certificates and by interchange with other common carriers. It is the intention of the Commission that this operator shall have the right to use all available highways in reaching U.S. Army Air Corps Technical School and Pantex Ordnance Plant, including highways, county roads, and military access roads, from any point on his lines. (128) Between Dallas, Tex., and Rhome, Tex., from Dallas over Texas Highway 114 to Rhome, serving no intermediate points. (129) Between Amarillo, Tex., and Soncy, Tex., from Amarillo over U.S. Highway 66 to Soncy, serving the Amarillo Helium plant.

(130) Between El Paso and the Border Steel Industrial Area, located approximately nineteen (19) miles north and west of El Paso County Court House and approximately seven and one-half (7½) miles north and west of the city limits of El Paso, serving all intermediate points as follows: (1) from El Paso in a northerly direction over Interstate Highway 10, a distance of approximately seven and one-half (7½) miles to the Border Steel Industrial Area, and return over the same route, using all access roads to the said industrial area, (2) from El Paso, Tex., in a northerly direction over U.S. Highway 80, a distance of approximately nine (9) miles, thence eastward over an unnumbered road a distance of approximately one (1) mile to the Border Steel Industrial Area, and return over the same route, using all access roads to said industrial area and serving all points and places within such Border Steel Industrial Area.

(131) Between Beaumont, Tex., and Houston, Tex., from Beaumont over U.S. Highway 90 to Houston. (132) Between Beaumont, Tex., and Sun Oil Company and Pure Oil Company refineries, as follows: From Beaumont city limits via U.S. Highway 69 to Broussard Curve, intersection of U.S. Highway 69 and Texas Highway 347, a distance of .65 mile; thence from intersection of U.S. Highway 69 and Texas Highway 347 to the intersection of Texas Highway 347 and Port Neches Cut-off Road, a distance of 4.05 miles; thence from intersection of Texas Highway 347 and Port Neches Cut-off Road to the interesection of Port Neches Cutoff Road and Pure Oil Refinery Road a distance of .35 mile, serving only the Pure Oil Company Refinery and the Sun Oil Company Refinery.

(133) Betwen Houston, Tex., and the National Aeronautics and Space Administration Manned Space Craft Center, as follows: (1) From Houston over U.S. Highway 75 to intersection with Farm to Market Road 528, thence over Farm to Market Road 528 to the National Aeronautics and Space Administration Manned Space Craft Center, serving no intermediate points, but serving the area of the Space Craft Center, returning over the same route, (2) alternate routes from Houston over U.S. Highway 75 to intersections with Spencer Highway, Genoa-Red Bluff Road, Kirby Road, and Farm to Market Road 528, thence over such specified highways and roads to the Space Administration Manned Space Craft Center, returning over the same routes. Coordinating the service with that rendered under other authority. (134) Alternate routes, serving no intermediate points, (1) between Houston, Tex., and Beaumont, Tex., over Interstate Highway 10, (2) between Houston, Tex., and Beaumont, Tex., from Houston over Interstate Highway 10 to its intersection with Texas Highway 124 near Winnie, Tex., thence over Texas Highway 124 to Beaumont, returning over the same route.

(135) Between Friona, Tex., and Adrian, Tex., from Friona to Adrian over Texas Highway 214, serving all intermediate points and coordinating this authority with all other existing authority except the authority granted by this paragraph is not intended to and shall not authorize the transportation of freight by interchange between Lubbock, Tex., and Amarillo, Tex. (136) Between Hereford, Tex., and Dimmitt, Tex., from Hereford over U.S. Highway 385 to Dimmitt, serving all intermediate points. (137) Between Amarillo, Tex., and the Texas-New Mexico State line, from Amarillo over U.S. Highway 66 to the Texas-New Mexico State line, serving all intermediate points. (138) Between Vega, Tex., and Hereford, Tex., from Vega over U.S. Highway 385 to Hereford, serving all intermediate points, and to coordinate such service with all other existing authority, except that the authority granted by this paragraph is not intended to and shall not authorize the transportation of freight by interchange between Lubbock, Tex., and Amarillo, Tex. (139) Between Wildorado, Tex., and Dawn, Tex., from Wildorado over Farm to Market Road 809 to Dawn, serving all intermediate points and to coordinate such service with all other existing authority, except that the authority granted by this paragraph is not intended to and shall not authorize the transportation of freight by interchange between Lubbock, Tex., and Amarillo, Tex.

(140) Between Lubbock, Tex., and Odessa, Tex., from Lubbock over U.S. Highway 62 to Brownfield, Tex., thence over U.S. Highway 385 to Odessa, serving all intermediate points. (141) Between Seminole, Tex., and Denver City, Tex., from Seminole over Texas Highway 214 to Denver City, serving by connection through Lubbock, Odessa and Lamesa, Tex., gateways. (142) Between Welch, Tex., and Seagraves, Tex., from Welch over State Highway 83 to Seagraves. (143) Between Seagraves, Tex., and Seminole, Tex., from Seagraves over U.S. Highway 385 to Seminole. (144) Between Seminole, Tex., and Lamesa,

Tex., from Seminole over U.S. Highway 180 to Lamesa.

(145) Between Andrews, Tex., and Frankell City, or Fullerton, Tex., from Andrews, Tex., to Frankell City, or Fullerton, both being one and the same place, over Texas Highway 176 to junction Farm to Market Road 181, thence Farm to Market Road 181 to Frankell City, these operations as an extension, and coordinating this service with other service being rendered. (146) Between Odessa, Tex., and Kermit, Tex., from Odessa over Texas Highway 302 to Kermit, these operations as an extension, and coordinating this service with other service being rendered. (147) Between "Midland Farms Gasoline Plant" and Andrews, Tex., or Odessa, Tex., to and from the site of the plant of the Stanolind Oil and Gas Company, known as the "Midland Farms Gasoline Plant" located on an unnumbered road at a point approximately 13½ miles south of Andrews, approximately 2½ miles off and east of U.S. Highway 385, as an off-route point in connection with the authorized regular route operations between Andrews and Odessa, over U.S. Highway 385. (148) Between Cities Service Oil Company Plant site and Seminole, Tex., to and from the site of the plant of Cities Service Oil Co. located on an unnumbered road at a point approximately 9 miles west of Seminole, Tex., and approximately 2 miles north and one-half mile west of the intersection of U.S. Highways 62 and 180 with Farm to Market Road 1757, over said U.S. Highways 62 and 180 from Seminole, to the intersection of said highways with Farm to Market Road 1757; thence approximately 2 miles on said Farm to Market Road 1757 and approximately one-half mile west on an unnumbered road to said plant site.

(149) Between Texas points as follows: Between the intersection of Texas Highway 115 with Texas Highway 128 and the Texas-New Mexico State line, a distance of 14 miles, over Texas Highway 128, with service authorized to all intermediate points, including the Dollarhide site of the plant of Pure Oil Co. located adjacent to and a distance of approximately 1.6 miles off Texas Highway 128 at a point approximately 13 miles west of the intersection of Texas Highway 128 with Texas Highway 115. (150) Alternate route between the intersection of Texas Highway 115 with Farm to Market Road 181 and the intersection of Farm to Market Road 181 with Texas Highway 302, a distance of 18 miles over Farm to Market Road 181, as an alternate route for operating convenience only, in connection with authorized regular route operations between Andrews, Tex., and Kermit, Tex., over Texas Highway 115. RESTRICTION: This alternate route may not be transferred except with the primary route.

(151) Between Andrews, Tex., and Odessa, Tex., from Andrews over U.S. Highway 385 to Odessa. (152) Between Odessa, Tex., and Kermit, Tex., from Odessa, over Texas Highway 302 to Kermit. (153) Between Andrews, Tex., and Kermit, Tex., from Andrews to Kermit over Texas Highway 115, a distance of about 43 miles, for the purpose of serving the Tree Bar plant of the Stanolid Oil and Gas Company, located about 17 miles from Kermit on Texas Highway 115, and other community stores and intermediate points along said route. (154) Between Seagraves, Tex., and Plains, Tex., as follows: From Seagraves over U.S. Highway 83 via Denver City to junction Texas Highway 83 and Farm to Market Road 1622, thence over Farm to Market Road 1622 via Allred to junction Farm to Market Road 1622 and Texas State Highway 337, thence over Texas State Highway 337 to Plains, thence over Texas State Highway 214 to Denver City, Tex., thence Texas State Highway 83 to Seagraves.

(155) Between Houston, Tex., and the following named points: (1) Bellaire over Fannin Street to its intersection with Holcombe Boulevard, thence over Holcombe Boulevard to West University Place, (2) West University over Fannin Street to its intersection with Holcombe Boulevard, thence over Holcombe Boulevard to West University Place, (3) Southside Place over Fannin Street to its intersection with Holcombe Boulevard, thence over Holcombe Boulevard to Southside Place, (4) Hunters Creek Village over U.S. Highway 90 and municipal streets, (5) Piney Point Village over U.S. Highway 90 and municipal streets, (6) Spring Valley over U.S. Highway 90, (8) Bunker Hill Village over U.S. Highway 90 and municipal streets; (9) Hillshire Village over U.S. Highway 90 and municipal streets.

(10) South Houston over U.S. Highway 75 and municipal streets, (11) Jacinto City over Market Street Road and Texas Highway 75, (12) Galena Park over U.S. Highway 59 to its junction with U.S. Highway 90, thence to junction of U.S. Highway 90 with McCarty Road, thence over McCarty Road to its junction with Clinton Drive, thence over Clinton Drive to Park, (13) Pasadena over U.S. Highway 75 to its junction with State Highway 225, thence over Texas Highway 225 to its junction with Winkler Drive, thence over Winkler Drive to Pasadena, (14) Deer Park over U.S. Highway 75 to its junction with Texas Highway 225, thence over Texas Highway 225 to its junction with LaPorte Road, thence over LaPorte Road to Deer Park, (15) Genoa City over U.S. Highway 75 to its junction with Almeda-Genoa Road, thence over Almeda-Genoa Road to Genoa City, (16) Almeda over Texas Highway 288, (17) Missouri City over U.S. Highway 59, (18) Channelview over Market Street Road and Texas Highway 73, (19) Greens Boyou over Texas Highway 73 and municipal streets, (20) Cloverleaf over Texas Highway 73 and municipal streets, (21) Lomax via Texas Highway 225 and Spencer Highway, and to coordinate operations over the above routes and serve intermediate points, industrial plants and political subdivisions over each of said routes and to operate between all points named on the above routes, using all streets and highways necessary to perform such operations.

(156) Between Willis, Tex., and Houston, Tex., from Willis over U.S. Highway 75, serving Willis, Conroe, and Houston, to Houston and return. (157) Between Houston, Tex., and Conroe, Tex., from Houston over U.S. Highway 75 to a point approximately three and one-half (3½) miles south of Conroe, where the Conroe-Magnolia Road enters U.S. Highway 75, and thence over the Conroe-Magnolia Road to Lake Creek Oil Field and thence to Conroe, and return. (158) Between Houston, Tex., and Fostoria, Tex., from Houston to Conroe, Tex., over U.S. Highway 75, and thence to Fostoria, over Texas Highway 105, and return. (159) Between Fostoria, Tex., and Houston, Tex., from Fostoria to Midline, Tex., over county road and thence to Houston via U.S. Highway 59, Closed Doors.

(160) To serve all off-route points and off-route plants located on and along the regular routes heretofore, served, as follows: (1) Sinclair Refining Company which adjoins Texas Highway 225 between Houston and Pasadena, (2) Houston Light and Power Company located one mile north off Texas Highway 225 which adjoins the city limits of the City of Pasadena, (3) Champion Paper and Fibre Company which adjoins Federal highway between Pasadena and Galena Park over which highway now authorized to operate, (4) Crown Central Petroleum Company which adjoins Federal highway located between Galena Park and Pasadena over which highway now authorized to operate, (5) Horton and Horton Dock and Shipyard located approximately one-mile-and-a-half over County road between Texas Highway 225 and Houston Ship Channel, (6) over McMaster Road from Texas Highway 225 to Houston Ship Channel approximately one-mile-and-a-half, (7) over Davidson Road from Texas Highway 225 to Houston Ship Channel approximately one-mile-and-a-half, (8) Phillips Petroleum Company which is located one mile north of Texas Highway 225 over which now authorized to operate, (9) Shell Petroleum Refining Company which adjoins Texas Highway 225 over which highway now authorized to operate.

(10) Between Texas Highway 225 and Houston Ship Channel over Channel Road a distance of approximately one-mile-and-a-half, (11) between Texas Highway 225 and Houston Ship Channel over Center Road, a distance of approximately one-and-one-half miles, (12) between Texas Highway 225 and Texas Highway 134 over Tidal Road a distance of approximately three miles, (13) between Texas Highway 225 and Lynchburg over San Jacinto Battle Road, a distance of approximately 3½ miles, (14) between Texas Highway 225 and San Jacinto Battle Ground Road over the Miller cutoff Road approximately 2½ miles, (15) from San Jacinto Battle Ground over Perry Road a distance of approximately 2 miles, (16) from Texas Highway 225 over Strang Sub-Division Road a distance of approximately 4½ miles, (17) between Texas Highway 225 and the San Jacinto Ship Building Company over Sims Road a distance of approximately one mile, (18) from Texas Highway 146 over Broadway Street and Barbers Cut a distance of approximately

2 miles, (19) between Texas Highway 146 over Lobit Street and Barbers Cut a distance of approximately 1½ miles.

(20) Between Texas Highway 146 over Magnolia Street and Barbers Cut a distance of approximately one mile, (21) between Morgans Point and Broadway Street over County Road a distance of approximately 2 miles, (22) between LaPorte, Tex., over Spencer Highway and Shaver Street a distance of approximately 12 miles, (23) between Texas Highway 225 over Shaver Street and Spencer Highway a distance of approximately 3½ miles, (24) from Texas Highway 225 over Strawberry Belt Road loop and back to Texas Highway 225 a distance of approximately six miles; (25) between Spencer Highway and Strawberry Belt Road over Preston Street a distance of approximately 2½ miles, (26) between Shaver Street and Preston Street over Saymour Street a distance of approximately 2½ miles, (27) between Shaver Street and Strawberry Belt Road over Garnecki Street a distance of approximately one mile, (28) between Texas Highway 225 and Strawberry Belt Road over 12th Street a distance of approximately 2 miles, (29) from Strawberry Belt Road over Jenkins Road a distance of approximately 2 miles.

(30) Between Texas Highway 225 and Spencer Highway over Red Bluff Road a distance of approximately 6 miles, (31) between Spencer Highway and Strawberry Belt Road over Tulip Street a distance of approximately one mile, (32) between Strawberry Belt Road and Violet Street over Pine Avenue a distance of approximately one mile, (33) from Spencer Highway over Lily Street south of a distance of approximately 2 miles, (34) from Pine Avenue over Violet Street south a distance of approximately 2½ miles, (35) between Texas Highway 225 and Spencer Highway over Center Street a distance of approximately 4 miles, (36) between Preston Street and Center Street over Pasadena Boulevard a distance of approximately 3½ miles, (37) between Texas Highway 225 and Spencer Highway over Old LaPorte Road a distance of approximately 2 miles, (38) from Center Street Old LaPorte Road over Lomax School Road a distance of approximately 5 miles, (39) between Texas Highway 225 and Spencer Highway over the Underwood Road a distance of approximately three miles.

(40) From Underwood Road to Old LaPorte Road over H Street a distance of approximately 3½ miles, (41) between Pasadena, Tex., and Golden Acres over Shaver Street and Spencer Highway a distance of approximately 5 miles (Gold Acres a community of approximately 250 population); (42) between LaPorte, Tex., and U.S. Government Airport over Spencer Highway a distance of approximately 3 miles, (43) between LaPorte, Tex., and Morgans Point over Sylvan Beach Road and Bayridge Road a distance of approximately 3½ miles, (44) between Market Street Road and Galena Park, Tex., over Holland Road a distance of approximately 2½ miles, (45) between Federal Road and Center Road over Industrial Road a distance of approximately 5 miles, (46) between Market Street Road and Houston Ship Channel over the Channel City Road a distance of approximately 2½ miles, (47) between Market Road and Houston Ship Channel over Center Road a distance of approximately 3 miles, (48) between Market Street Road and Houston Ship Channel over DeZavalla Road a distance of approximately 2½ miles, (49) between Market Street Road and Houston Ship Channel over Crosby Lynchburg Road a distance of approximately 2½ miles;

(50) Between Market Street Road via Burnett Bay and Lynchburg, Tex., over county road a distance of approximately 2½ miles, (51) between Market Street Road and Wooster, Tex., over county road a distance of approximately 4½ miles, (52) between Market Street Road and Crystal Bay over Crow Road a distance of approximately 2 miles, (53) between Crow Road and Scott Bay over Mapleton Road a distance of approximately 1½ miles, (54) between Baytown, Tex., and Pelly, Tex., over Baytown-Pelly Road a distance of approximately 1½ miles, (55) from Baytown-Pelly Road over Durraine Road a distance of approximately 1 mile, (56) between Texas Highway 146 and East Texas Avenue over Evergreen-Pelly Road a distance of approximately 2 miles, (57) between Texas Highway 146 and Cedar Bayou over East Texas Avenue a distance of aproximately 3½ miles, (48) between Cedar Bayou and Mount Belvieu, Tex., via Tri City Beach over County Road a distance of approximately 12 miles serving Cotton Lake Oilfield, (59) between Mount Belvieu and Barbers Hill Canal Company Plant over County Road a distance of approximately 3½ miles.

(60) Between Texas Highway 146 and Cedar Bayou Road over East James Street and Kilgore Road a distance of approximately 2½ miles, (61) between Market Street Road and Wallisville Road over Oats Road a distance of approximately 2½ miles, (62) between Oats Road and San Jacinto River over Willisville Road a distance of approximately 10 miles, (63) between Market Street Road and Wallisville Road over Maxey Road a distance of approximately 2½ miles, (64) over County Road serving Greens Bayou Park a distance of approximately one mile, (65) over County Road serving Clover Leaf Farms a distance of approximately one mile, (66) between Market Street Road and Ridlon, Tex., over County Road a distance of approximately one mile, (67) between Market Street Road and Wallisville Road over Sheldon-Deer Park Road a distance of approximately three miles, (68) between Market Street Road and Cedar Bluff over County Road a distance of approximately one mile, (69) between Highlands, Tex., and Bratton over County Road a distance of approximately 1¼ miles,

(70) Between Highlands and Crosby Cedar Bayou Road over Crosby Lynchburg Road a distance of approximately 4 miles, (71) between Crosby Lynchburg Road and Mount Belvieu over Crosby Cedar Bayou Road a distance of approximately 11½ miles, (72) between Highlands and Cedar Bayou over Wallisville Road a distance of approximately 8 miles, (73) between Crosby Cedar Bayou Road and Wallisville Road over Saralla Road a distance of approximately 3½ miles; (74) between Crosby Lynchburg Road and Saralla Road over Pine View Road a distance of approximately 2 miles, (75) between Crosby Lynchburg Road and Crosby Cedar Bayou Road over Barbers Hill Road a distance of approximately 4 miles, (76) between Barbers Hill Road and Crosby Cedar Bayou Road over Donek Road a distance of 2 miles, (77) between Crosby Lynchburg Road and Saralla Road over Burwell Road a distance of approximately 2 miles, (78) between Crosby Lynchburg Road and Wallisville Road over Canal Road a distance of approximately 3 miles, (79) between Crosby Lynchburg Road and Haney Road over Fig Orchard Road a distance of approximately 3 miles.

(80) Between Wallisville Road and Barbers Hill Road over Haney Road a distance of approximately 2 miles, (81) between Crosby Lynchburg Road and Wade Road over Battle Bell Road a distance of approximately 3 miles serving Buster and Garth, small communities on Battle Bell Road, (82) between Crosby Lynchburg Road and Sjolander Road over Ellis School and Ellis League Roads a distance of approximately 7 miles, (83) between Crosby Lynchburg Road and Wade Road over Jones Road a distance of approximately 2½ miles, (84) between Market Street Road and Wallisville Road over Thompson Road a distance of approximately 2½ miles, (85) between Market Street Road and Cedar Bayou over Cedar Bayou Lynchburg Road a distance of approximately 5 miles, (86) between Market Street Road and Coady Baker Road over Redell Road a distance of approximately 2½ miles, (87) between Market Street Road and Cedar Bayou Lynchburg Cutoff Road over Coady Baker Road a distance of approximately 4 miles, serving the community of Coady, (88) between Market Street Road and Texas Highway 146 over Cedar Bayou Wooster Road a distance of approximately 5 miles, (89) between Market Street Road and Cedar Bayou Wooster Road via North Baytown over county road a distance of approximately 2 miles.

(90) Between Market Street Road and Market Street Road via North Baytown over county road a distance of approximately 1½ miles, (91) between Coady Baker Road and Wallisville Road over Wade Road a distance of approximately 3 miles serving McNair, and Linus-small communities, (92) between Coady Baker Road and Wallisville Road over John Martin Road a distance of approximately 3 miles, (93) between Crosby Cedar Bayou Road and Cedar Bayou Wooster Road over Garth Road a distance of approximately 7 miles, (94) between Cedar Bayou Wooster Road and Coady Baker Road over Bush Road a distance of approximately 1½ miles, (95) between Market Street Road and Cedar Bayou Lynchburg Road over Cedar Bayou Cutoff Road a distance of approximately 2½ miles, (96) between Crosby Cedar Bayou Road and Massey Tompkins Road over Barkalow Road a distance of approximately 3 miles, (97) between

Wallisville Road and Barbers Hill Road over Haden Road a distance of approximately 1½ miles, (98) between Wallisville Road and Crosby Cedar Bayou Road over Sjolander Road a distance of approximately 3½ miles, (99) between Barkalow Road and Sjolander Road over Archer Road a distance of approximately 1 mile.

(100) Between Cedar Bayou Lynchburg Cutoff Road and Texas Highway 146 over Massey Tompkins Road a distance of approximately 2½ miles, (101) between Highlands over Wallisville Road and Sam Houston Farms a distance of approximately 3 miles serving a government farm project consisting of approximately 4,000 acres, (102) to serve all industries and intermediate points between the Market Street Road and the Houston Ship Channel on one hand and between Houston and Tri Cities on the other hand, such as Sheffield Steel Plant, American Petroleum Company, Brown Ship Building Company, Haden Lime Company, Schmidt Barge Yard, San Jacinto Arsenal Depot, Platzer Ship Building Company, U.S. Government Synthetic Rubber Plant, Baytown Ordnance Works, Humble Oil and Refining Company, (103) to serve all industries and intermediate points between Texas Highway 225 and the Houston Ship Channel on the one hand and between Houston and Morgans Point on the other hand, such as the Sinclair Refining Company, the Houston Pipe Line Company, the Houston Light and Power Company, the Champion Paper and Fibre Company, the Crown Central Petroleum Company, the Phillips Petroleum Company, the Horton and Horton Docks, the Houston Ship Building Company, the Shell Petroleum Company, the San Jacinto Battle Grounds, Lynchburg, San Jacinto Ship Building Company, Barbers Cut.

(104) To serve all the industries and intermediate points between LaPorte and the community of Golden Acres over Spencer Highway on the one hand and between Texas Highway 225 and the Spencer Highway on the other hand, (105) from Market Street Road over the Haden Road a distance of approximately one mile, (106) between Market Street Road over the White Oak Road and the Houston Ship Channel, (107) between Wallisville Road over the Sheldon Deer Park Road and the Houston Ship Channel a distance of approximately 6 miles.

(161) Between the Market Street Road, Harris County, Tex., and the Texas Butadiene and Chemical Corporation plant Site, as follows: From the Market Street Road over the Sheldon Road, in Harris County, a distance of approximately 3 miles, serving the plant and plant site of the Texas Butadiene and Chemical Corporation, operating from the junction of Market Street Road and Sheldon Road, for a distance of 3 miles north of Market Street Road, coordinating the service with the service being rendered by the holder of this certificate under other certificates, (162) between Baytown, Tex., and Dayton, Tex., from Baytown over Texas Highway 146, via Mount Belvieu to Dayton, with authority to use Farm to Market Road 1942 from a point on U.S. Highway 90, one mile south from the town of Crosby, to Mount Belvieu, and vice versa. (163) Between Houston, Tex., and LaPorte, Tex., from Houston over U.S. Highway 75 to South Houston, thence over county road known as Spencer Highway to LaPorte, and vice versa, serving no points not presently authorized to be served by existing certificates coordinating the proposed service with service presently being rendered. (164) Service to the community of Aromex and the plant of the J.M. Huber Corporation which are located at approximately two (2) miles east of Cedar Bayou and Texas Highway 146, using county roads, and coordinating this service with other service of the carrier.

(165) Between Baytown, Tex., and Point Barrow, Tex., from Baytown to Point Barrow, a distance of approximately 8.8 miles, using County Road No. 565 out of Baytown a distance of 3.8 miles to the intersection of Farm to Market Road 2354, thence over Farm to Market Road 2354 to Point Barrow Camp, a distance of approximately five (5) miles, and coordinating the proposed service with existing service. (166) Between Channelview and Deep Water, Tex., and Houston Ship Channel, (1) from Channelview to the Houston Ship Channel, over county roads, serving Sheffield Steel Corporation, (2) from Deep water to the Houston Ship Channel, over county roads, serving Houston Ship Building Corporation plant, coordinating this service with the service now being rendered by the holder of this certificate.

(167) Between Goose Creek (Baytown), Tex., and LaPorte, Tex., (1) from Goose Creek (Baytown) to LaPorte via Highland, Houston and Galena Park, Tex., (2) from Houston serving Galena Park and Highland by side trip over County roads from the main route. (168) Between Morgan's Point, Tex., and Pelly (Baytown), Tex., from Morgan's Point over Texas Highway 146 to Pelly (Baytown). (169) Between Houston, Tex., and the intersection of Interstate Highway 10 and Texas Highway 146, as follows: From Houston over Interstate Highway 10 to the intersection with Texas Highway 146, and return over the same route.

(170) Between Houston, Tex., and the following points: (1) Almeda over Texas Highway 288, (2) Beaumont Place over U.S. Highway 90–E, (3) Bellaire over Bellaire Boulevard or Post Oak Road, (4) Bunker Hill Village over Memorial Drive, (5) Campbell Place over U.S. Highway 90–W, (6) Cedar Wood over U.S. Highway 90 or Westview Drive, (7) Cloverleaf over Texas Highway 73 or Market Street Road, (8) Deer Park over Texas Highway 225 or Spencer Highway, (9) Deep Water over Texas Highway 225, (10) Galena Park over Texas Highway 73 or Holland Avenue, (11) Genoa over Texas Highway 3, (12) Golden Acres over Spencer Highway, (13) Greens Bayou over Texas Highway 73 or Market Street Road, (14) Hedwig Village over U.S. Highway 90–W, (15) Hillshire over U.S. Highway 90 or Wirt Road or Westview Drive, (16) Houmont Park over U.S. Highway 90–E, (17) Hunters Creek Village over U.S. Highway 90 and Memorial Drive, (18) Jacinto City over Texas Highway 73, (19) Little York over U.S. Highway 75, Freeway and Airline Road.

(20) Lomax over Spencer Highway or Texas Highway 225, (21) Missouri City over U.S. Highway 59–S, (22) Pasadena over Texas Highway 225, (23) Piney Point Village over Memorial Drive, (24) Piney Woods over Memorial Drive, (25) Spring Oaks over U.S. Highway 90–W, (26) Spring Valley Village over U.S. Highway 90–W, (27) South Houston over Texas Highway 3, (28) Southside Place over Bellaire Boulevard, (29) West University Place over Holcombe Boulevard, (30) Channelview over Market Street Road and Texas Highway 73, and to coordinate operations over the above routes with the services presently being rendered, and to serve intermediate points and industries over each of such routes and to operate between all points named on above routes, using all streets and highways necessary to perform such operations.

(171) Between Angleton, Tex., and Freeport, Tex., from Angleton to Freeport, via Velasco, Tex., over Texas Highway 288, and return, serving Velasco, but no other intermediate points, as an extension of present authority, and coordinating this service with existing service. (172) Between Angleton, Tex., and Velasco, Tex., from Angleton over County Road (Old Texas Highway 288) to Velasco, serving all intermediate points including Oyster Creek Community. (173) Between County Road and Texas Highway 288 and Lake Jackson, Tex., over County Road from intersection with new Texas Highway 288 via Clute to Lake Jackson. (174) Between Freeport, Tex., and Quintana, Tex., from Freeport over county road to Quintana.

(175) Between Freeport, Tex., and Jones Creek and Surfside, Tex., from Freeport over county roads to Jones Creek and Surfside, coordinating this service with service rendered under existing certificates. (176) Between Bay City, Tex., and Port O'Connor, Tex., over the following routes: From Bay City over Texas Highway 35 to Port Lavaca, thence over Texas Highway 238 to junction with Texas Highway 185 at approximately two (2) miles north of Seadrift, thence over Texas Highway 185 to Port O'Connor, serving only Port Lavaca, Port O'Connor and the site of the Aluminum Corporation of America new plant located approximately 2½ miles east of Port Lavaca and south of State Highway 35, using county roads from Texas Highway 35 to the plant site, and coordinating the service with the service now being rendered under existing certificates.

(177) Between Texas points as follows: (1) From Houston to Louise via Hungerford, Pierce, El Campo, and Hillje, over U.S. Highway 90 and U.S. Highway 59, (2) from El Campo to New Taiton over Texas State Highway 71, (3) from El Campo to Danevang over Texas State Highway 71, (4) from Hillje to the Hillje Oilfield over an unnumbered county road, (5) from Louise to the Louise Oilfield over U.S. Highway 59, and an unnumbered county road. (178) Between Hous-

ton, Tex., and Bay City, Tex., (1) from Houston to Bay City via Angleton and West Columbia, Tex., (2) via Alvin to Angleton over Texas Highway No. 35 as an alternate route, restricted and prohibited to pick up or discharge cargo at any point between Houston and Bay City, except authorized to serve the off-route point of Old Ocean Oilfield, which lies between West Columbia and Bay City off of Texas Highway 35. RESTRICTION: This alternate route may not be sold or transferred except with the primary route. (179) Between Bay City, Tex., and Houston, Tex., from Bay City over Texas Highway 60 to Wharton, Tex., thence U.S. Highway 59 to Houston.

(180) Between Houston, Tex., and Louise, Tex., from Houston over U.S. Highway 59, via Hungerford, Tex., to Louise. (181) Between Wharton, Tex., and Glen Flora, Tex., from Wharton over Farm to Market Road 102 to Glen Flora. (182) Between Texas points, as follows: (1) From Louise over U.S. Highway 59 to Victoria, (2) from Victoria over Texas Highway 185 to its junction with Texas Highway 238, there connecting with the present route, serving no intermediate points, except to serve the junction point between Texas Highways 185 and 35 as an interline point connecting with other routes, (3) from junction Texas Highway 185 and Texas Highway 35, over Texas Highway 35 to Bay City, (4) from El Campo over Texas Highway 71 via Midfields to junction Texas Highway 71 and Texas Highway 35, (5) from Bay City over Farm to Market Road 457 to Sargent and return over the same route, (6) from Bay City over Texas Highway 60 via Wadsworth to Matagorda and return over the same route, (7) from junction Texas Highway 35 and Farm to Market Road 616 near Blessing, thence over Farm to Market Road 616 to Blessing and return over the same route, (8) from junction Texas Highway 35 and Farm to Market Road 1468, over Farm to Market Road 1468 to Markham and from Markham over Farm to Market Road 1468 a distance of approximately one-half mile to the entrance of a private road leading to the plant sites of the Ohio Oil Corporation and the Matagorda Corporation, serving Markham and the plants of the Ohio Oil Corporation and the Matagorda Corporation and other intermediate points, and return over the same routes, serving all intermediate points except on Route (2) and coordinating the service with service presently rendered, subject, however, to the restriction that the carrier will not transport shipments originating at or destined to Victoria, Tex., but the Carrier will be authorized to interchange freight with connecting carriers at Victoria, Tex.

(183) Between Bay City, Tex., and the Celanese Chemical Corporation plant site as follows: From Bay City south over Texas Highway 60 for approximately five (5) miles to its intersection with an unnumbered county road (Huebner Road); thence west over an unnumbered county road (Huebner Road) for approximately three and one-half (3½) miles to the plant site of the Celanese Chemical Corporation approximately eight (8) miles from Bay City, Tex., coordinating this authority with other existing authority. (184) Between Houston, Tex., and Alvin, Tex., as follows: (1) From Houston over Texas Highway 35 to Alvin, (2) to render a common carrier service to the site of the Phillips Petroleum Company plant located approximately six miles south of Alvin, Tex., on a county road, as an off-route point, coordinating the proposed service with the service presently being rendered by the carrier under existing certificates.

(185) Between Houston, Tex., and New Gulf, Tex., from Houston over Texas Highway 288 to Angleton, Tex., thence over Texas Highway 35 to West Columbia, Tex., thence Farm to Market Road 1301 to New Gulf. (186) Between Angleton, Tex., and West Columbia, Tex., from Angleton over Texas Highway 35 to West Columbia. (187) Between West Columbia, Tex., and Iago, Tex., from West Columbia over Farm-to-Market Road 1301 to Iago, serving all intermediate points, including Danciger, Pledger, New Gulf, Boling, and Iago, as well as authority to use Farm to Market Road 1728 between Pledger and the intersection of Texas Highway 35 via Ashwood, serving all intermediate points and coordinating the proposed service with existing service of the carrier. (188) Between Texas points, as follows: (1) From Alvin over Texas Highway 35 to its junction with Brazoria County Road 171, thence over County Road 171 to its junction with Brazoria County Road 194, thence over County Road 194 to the site of the Monsanto Chemical Company, approximately 7.6 miles, (2) from Alvin over Texas Highway 35 to its junction with Brazoria County Road 191, thence over County Road 191 to its joinder with Brazoria County Road 194, thence over County Road 194 to the site of the Monsanto Chemical Company, approximately 8.7 miles; and (3) from the site of the Phillips Petroleum Company refinery located approximately six miles south of Alvin over Brazoria County 169 to its intersection with Brazoria County Road 194, thence over County Road 194 to the site of the Monsanto Chemical Company, returning over the same routes and coordinating the proposed service with that presently being rendered under other authority.

(189) Between Amarillo, Tex., and Pampa, Tex., as follows: From Amarillo, via St. Francis, Panhandle, White Deer, Kingsmill, Tex., over U.S. Highway 60 to Pampa. (190) Service to the following carbon black plants in the transportation of carbon black via the routes listed to each plant, to wit: (1) Cabot Carbon Company, Bowers Plant, located approximately eight (8) miles south of Pampa, over Texas Highway 273 to junction with unnumbered county road approximately three (3) miles south of Pampa, Tex., and thence south and east over county road approximately six (6) miles to plant site, (2) Columbian Carbon Company, Kingsmill Plant, located approximately eight (8) airline miles northwest of Pampa, Tex., over the following routes: Northwest on Texas Highway 152 approximately six (6) miles and then due north on unnumbered county road approximately four (4) miles to plant site, (3) Columbian Carbon Company, LeFors plant No. 65, located southeast of LeFors, Tex., over Texas Highway 273 to a junction approximately two (2) miles southeast of LeFors and thence over unnumbered county road approximately three (3) miles east to plant site, (4) Coltexo Corporation, Plant No. 77, located southeast of LeFors, Tex., over Texas Highway 273 to a junction approximately two (2) miles south and east of LeFors, Tex., and thence east on unnumbered county road approximately three (3) miles to plant site. (191) Between Pampa, Tex., and Perryton, Tex., from Pampa over Texas Highway 70 to Perryton, coordinating such service between Pampa and Perryton, with the existing service now offered between Amarillo and Pampa, Tex. (192) Between White Deer, Tex., and Pampa, Tex., from White Deer over Farm to Market Road 294 via Skellytown, Tex., thence over Texas Highway 152 to Pampa, serving all intermediate points. (193) Restricted to and from the following intermediate points, except for the purpose of physical joinder of routes for the rendition of through operations, all intermediate points between Benbrook, Tex., and Stephenville, Tex., over U.S. Highway 377; all intermediate points between Waco, Tex., and Brownwood, Tex., on U.S. Highway 84, with the exceptions of Bluebonnet Ordnance Area, Gatesville and Fort Hood; all intermediate points between Gatesville, Tex., and Comanche, Tex., on Texas Highway 36; and all intermediate points between Stephenville and Waco over U.S. Highway 281 from Stephenville to Hico, thence over Texas Highway 6 from Hico, Tex., to Waco. The intermediate points are as follows: S. Bosque, Cresson, McGregor, Granbury, Oglesby, Bluffdale, Evant, Arnett, Star, Center City, Goldthwaite, Mullen, Zephyr, Gustine, Lamkin, Hamilton, Jonesboro, Ames, Hico, Iredell, Meridian, Clifton, and Valley Mills, Tex.

NOTE: This is a matter directly related to MC-F 8813.

No. MC 11220 (Sub-No. 89), filed July 20, 1964. Applicant: GORDONS TRANSPORTS, INC., 185 West McLemore Avenue, Memphis, Tenn. Applicant's attorney: J. W. Wrape, 2111 Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except 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 Baton Rouge, and Angola, La., from Baton Rouge, over U.S. Highway 61 to junction with Louisiana Highway 66, thence over Louisiana Highway 66 to Angola and return over the same route, serving all intermediate points, and the off-route point of Zee, La., located approximately four and one-half (4½) miles west of U.S. Highway 61, at or near St. Francisville, La., (2) between Scotlandville, and Norwood, La., from Scotlandville, over Louisiana Highway 19, and return over the same route, serving all intermediate points, (3) between St. Francisville, and Clinton, La., from St. Francisville, to

Clinton, over Louisiana Highway 10, and return over the same route, serving all intermediate points, and (4) between Clinton, and Zachary, La., from Clinton, over Louisiana Highway 67, to junction with Louisiana Highway 64, thence over Louisiana Highway 64, to Zachary and return over the same route, serving all intermediate points.

NOTE: This is a matter directly related to MC-F 8820.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

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

MOTOR CARRIERS OF PROPERTY

No. MC-F-8776 (BEAVER TRANSPORT CO.—PURCHASE—BRIDGE EXPRESS, INC.), published in the June 17, 1964, issue of the FEDERAL REGISTER on page 7739. Application filed July 24, 1964, for temporary authority under section 210a(b).

No. MC-F-8824. Authority sought for control by BEN BLINDER, doing business as TRI-STATE TRANSPORTATION CO., 1501 "A" Avenue, Sioux Falls, S. Dak., of TRI STATE MOTOR EXPRESS, INC., 2215 Izard, Omaha, Nebr., and for purchase by BEN BLINDER, doing business as TRI-STATE TRANSPORTATION CO., of the operating rights and property of TRI STATE MOTOR EXPRESS, INC., and for acquisition by HYMAN TRANSPORTATION COMPANY, 8 North State Street, Aberdeen, S. Dak., of control of such rights and property through the transaction. Applicants' attorney: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Operating rights sought to be controlled and purchased: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Wakefield, Nebr., and Sioux City, Iowa, serving all intermediate points, and the off-route points within 15 miles of Wakefield, Nebr., between Wakefield, Nebr., and Omaha, Nebr., serving the intermediate and off-route points of Council Bluffs, Iowa, and those within 15 miles of Wakefield, Nebr.; *livestock, agricultural commodities*, and *machinery*, between Yankton, S. Dak., and Wakefield, Nebr., serving the intermediate and off-route points within 15 miles of Wakefield, Nebr.; *livestock, agricultural commodities, household goods*, and *immigrant movables*, over irregular routes, between Wakefield, Nebr., and points within 15 miles of Wakefield, Nebr., on the one hand, and, on the other, points in Iowa. BEN BLINDER, doing business as TRI-STATE TRANSPORTATION CO., is authorized to operate as a *common carrier* in Minnesota, South Dakota, Iowa, Nebraska, and Illinois. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8825. Authority sought for (1) control by JUPITER KENOSHA, INC., 400 East Randolph Street, Chicago, Ill., of FUGATE & GIRTON DRIVEAWAY COMPANY, INC., 1500 Mitchell Boulevard, Springfield, Ohio, and for acquisition by JUPITER TRANSPORTATION COMPANY, and, in turn by THE JUPITER CORPORATION, and JERROLD WEXLER, all of 400 East Randolph Street, Chicago, Ill., of control of FUGATE & GIRTON DRIVEAWAY COMPANY, INC., through the acquisition by JUPITER KENOSHA, INC., and (2) purchase by KENOSHA AUTO TRANSPORT CORPORATION, 4519 76th Street, Kenosha, Wis., of the operating rights of FUGATE & GIRTON DRIVEAWAY COMPANY, INC., and for acquisition by JUPITER KENOSHA, INC., and, in turn by JUPITER TRANSPORTATION COMPANY, THE JUPITER CORPORATION, and JERROLD WEXLER, all of Chicago, Ill., of control of such rights through the transaction. It is also proposed that JUPITER KENOSHA, INC., purchase the remaining assets, subject to liabilities, of FUGATE & GIRTON DRIVEAWAY COMPANY, INC. Applicants' attorneys: Axelrod, Goodman & Steiner, 39 South La Salle Street, Chicago 3, Ill., and Donald Smith, Fidelity Building, Indianapolis, Ind. Operating rights sought to be (1) controlled, and (2) transferred: *New trucks, new tractors, new trailers*, and *new chassis*, restricted to initial movements, in driveaway service, as a *common carrier*, over irregular routes, from places of manufacture and assembly in Springfield, Ohio, and Fort Wayne, Ind., to points in Arkansas, Kentucky, Louisiana, Mississippi, Tennessee, and that part of Oklahoma, on and east of U.S. Highway 271; *new chassis*, and *unfinished trucks, tractors*, and *trailers*, restricted to initial movements, in driveaway service, from places of manufacture and assembly in Springfield, Ohio, and Fort Wayne, Ind., to body and specialty plants in Illinois, Indiana, Missouri, and Ohio; *new trucks, new tractors*, and *new trailers*, restricted to secondary movements, in driveaway service, from body and specialty plants in Illinois, Indiana, Missouri, and Ohio, to points in Arkansas, Kentucky, Louisiana, Mississippi, Tennessee, and that part of Oklahoma on and east of U.S. Highway 271; *new trucks*, and *chassis*, and *parts* thereof, restricted to initial movements, in driveaway service, from points of manufacture and assembly at Springfield, Ohio, and Fort Wayne, Ind., to points in Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, and Alabama, and certain points in Maryland, Indiana, Ohio, and Missouri, from points of manufacture and assembly at Springfield, Ohio, and Fort Wayne, Ind., to body manufacturing plants in New York, Pennsylvania, Michigan, Wisconsin, and Kansas;

New trucks, and buses, and *parts* thereof, restricted to secondary movements, in driveaway service, from body manfuacturing plants in New York, Pennsylvania, Michigan, Indiana, Wisconsin, Kansas, and Ohio, to points in West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, and Alabama, and certain points in Maryland, Indiana, Ohio, and Missouri, from body manufacturing plants in New York, Pennsylvania, Michigan, Wisconsin, and Kansas to points in Kentucky, Mississippi, Tennessee, Arkansas, and Louisiana; *new trucks, bodies, and chassis*, and *parts* thereof, restricted to secondary movements, in driveaway service, between points in Kentucky, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, Arkansas, and Louisiana, and certain points in Maryland, Indiana, Ohio, and Missouri; *new trucks, new tractors*, and *new chassis*, in initial movements, in driveaway service, from Springfield, Ohio, and Fort Wayne, Ind., to points in the United States; *new trucks, new tractors*, and *new chassis*, in secondary movements, in driveaway service, between points in the United States restricted to the transportation of vehicles which have been transported by said carrier, or by other motor carriers in initial movements from Ft. Wayne, Ind., or Springfield, Ohio; *used trucks, used tractors*, and *used chassis*, in secondary movements, in driveaway service, between points in the United States; *motor trucks*, in secondary movements, by truckaway service, from Bridgeport, Conn., to Springfield, Ohio; *trucks, truck-tractors, chassis*, and *stationwagon type vehicles on truck chassis* designed to transport passengers and property, with or without bodies, and *parts thereof*, in initial movements, in truckaway service, from Fort Wayne, Ind., and Springfield, Ohio, to all points in the United States; *new trucks, new buses*, and *new chassis*, in secondary movements, in driveaway service, between all points in the United States.

RESTRICTION: The operations authorized herein are restricted to the transportation of vehicles which have been transported by said carrier, or by other motor carriers in initial movements from Bridgeport, Conn.; *motor vehicles* (other than automobiles), and *chassis*, in initial movements, in driveaway and truckaway service, and *parts of, or accessories for, such vehicles* when transported therewith, from Bridgeport, Conn., to points in the United States; *motor vehicles* (other than automobiles and trailers), and *chassis*, in initial movements, in driveaway service, from Fort Wayne, Ind., and Springfield, Ohio, to points in the United States; *motor vehicles* (other than automobiles and trailers), and *chassis*, in secondary movements, in driveaway service, between points in the United States, restricted to the transportation of vehicles which have previously been transported in initial movements from Bridgeport, Conn., Fort Wayne, Ind., or Springfield, Ohio; *parts of, or accessories for, such vehicles as are described above*, when transported with vehicles moving under the above-described authority, between points in the United States; *motor vehicles* (other than automobiles and trailers), and *parts of, or accessories for*, such vehicles when transported therewith, in secondary movements, in truckaway service, from Fort Wayne, Ind., and Springfield, and Toledo, Ohio to

points in the United States, except Alaska and Hawaii. JUPITER KENOSHA, INC., holds no authority from this Commission. KENOSHA AUTO TRANSPORT CORPORATION is authorized to operate as a *common carrier* in all States in the United States (except Hawaii), and the District of Columbia. Application has not been filed for temporary authority under section 210a (b).

No. MC-F-8826. Authority sought for purchase by WHEATON VAN LINES, INC., 2525 East 56th Street, Post Office Box 55191, Indianapolis, Ind. 46205, of a portion of the operating rights of (A) JOHN BUNNING TRANSFER COMPANY, INC., Post Office Box 128, Rock Springs, Wyo., (B) DON M. CHAPIN, doing business as CHAPIN'S TRANSPORTATION SERVICE, 440 Thain Road, Post Office Box 639, Lewiston, Idaho, (C) C. R. JOHNSON TRANSFER, INC., 489 South Main Street, Logan, Utah, (D) NIELSEN & PETERSEN, INC., Grand Island, Nebr., and (E) HANS NIKOLAISEN, SOREN NIKOLAISEN, JAMES NIKOLAISEN, and PAUL SORENSEN, a partnership, doing business as WOODLAND TRANSFER AND WAREHOUSE CO., 8025 Knox Avenue, South, Minneapolis 20, Minn., and for acquisition by E. S. WHEATON and MARJORIE A. WHEATON, both of 2525 East 56th Street, Indianapolis, Ind. 46205, of control of such rights through the purchase. Applicants' attorney: Alan F. Wohlstetter, One Farragut Square South, Washington, D.C. 20006. Operating rights sought to be transferred: (A) (JOHN BUNNING TRANSFER COMPANY, INC.) *Household goods*, as defined by the Commission, as a *common carrier*, over irregular routes, between Rock Springs, Wyo., and points within 25 miles of Rock Springs, on the one hand, and, on the other, points in Colorado, Utah, and Wyoming; (B) (DON M. CHAPIN, doing business as CHAPIN'S TRANSPORTATION SERVICE) *Household goods*, as defined by the Commission, as a *common carrier*, over irregular routes, between points in Idaho, and Washington, on the one hand, and, on the other, points in Montana, and Oregon, between points in Idaho, on the one hand, and, on the other, points in Washington; (C) (C. R. JOHNSON TRANSFER, INC.) *Household goods*, as a *common carrier*, over irregular routes, between points in Box Elder, Cache, and Rich Counties, Utah, on the one hand, and, on the other, points in Idaho; (D) (NIELSEN & PETERSEN, INC.) *Household goods*, as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, as a *common carrier*, over irregular routes, between points in Nebraska, on the one hand, and, on the other, points in Montana, North Dakota, South Dakota, and Wyoming; and (E) (HANS NIKOLAISEN, SOREN NIKOLAISEN, JAMES NIKOLAISEN, and PAUL SORENSEN, doing business as WOODLAND TRANSFER AND WAREHOUSE CO.) *Household goods*, as defined by the Commission, as a *common carrier*, over irregular routes, between Minneapolis, Minn., and points in Minnesota within 25 miles of Minneapolis and those in Minnesota on and south of U.S. Highway 12, on the one hand, and, on the other, points in North Dakota, South Dakota, and Montana. Vendee is authorized to operate as a *common carrier* in Arkansas, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, West Virginia, Wisconsin, Colorado, Florida, Kansas, Alabama, Delaware, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Virginia, New Hampshire, Maine, Vermont, Massachusetts, Connecticut, Rhode Island, and the District of Columbia. Application has not been filed for temporary authority under Section 210a(b).

No. MC-F-8827. Authority sought for purchase by SECURITY VAN LINES, INC., 100 West Airline Highway, Post Office Box 825, Kenner (New Orleans), La., of the operating rights of JACKSON TRANSFER & STORAGE COMPANY, INC., 100 West Airline Highway, Post Of- and for acquisition by SECURITY TRANSFER COMPANY, INCORPORATED, 120 West Airline Highway, Kenner, La., and, in turn by HOWARD WOLCHANSKY and LOUISE WOLCHANSKY, both of 2035 Jefferson Avenue, New Orleans, La., of control of such rights through the purchase. Applicants' attorney: William T. Croft, 940 Federal Bar Building, 1815 H Street NW., Washington, D.C., 20006. Operating rights sought to be transferred: *Household goods*, as defined by the Commission, as a *common carrier*, over irregular routes, between points in Virginia, on the one hand, and, on the other, points in Alabama, Delaware, Florida, Georgia, Kentucky, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, West Virginia, and the District of Columbia. Vendee is authorized to operate as a *common carrier* in Florida, Georgia, Alabama, Mississippi, Texas, Oklahoma, Louisiana, Tennessee, Arizona, California, Oregon, Washington, Arkansas, Missouri, Illinois, South Carolina, North Carolina, Virginia, Maryland, New Jersey, New York, New Mexico, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, Pennsylvania, Delaware, Ohio, Indiana, Michigan, West Virginia, and the District of Columbia. Application has been filed for temporary authority under Section 210a(b).

No. MC-F-8828. Authority sought for purchase by JEFF A ROBERTSON, doing business as TOPEKA MOTOR FREIGHT, 705 East Highway 24, Topeka, Kans., of the operating rights and property of CARLSON TRUCK LINE, INC., Clay Center, Kans. Applicants' attorney: John E. Jandera, 641 Harrison, Topeka, Kans. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, from Kansas City, Mo., to Concordia, Kans., serving certain off-route points with certain restrictions, between Winifred, Kans., and Kansas City, Mo., between Marysville, Kans., and St. Joseph, Mo., between Marysville, Kans., and Kansas City, Mo., from Kansas City, Mo., to Waterville, Kans., between Junction City, Kans., and Kansas City, Mo., serving certain intermediate and off-route points;

General commodities, excepting, among others, household goods, but not excepting, commodities in bulk, between Wakefield Kans., and Kansas City, Mo., between Kansas City, Mo., and junction Kansas Highways 9 and 15, south of Palmer, Kans., serving certain intermediate and off-route points, with certain restrictions, from Kansas City, Mo., to Junction City, Kans., serving certain intermediate and off-route points, between Kansas City, Mo., and Hill City, Kans., serving certain intermediate and off-route points with certain restrictions, between Concordia, Kans., and junction Kansas Highway 9 and U.S. Highway 24, between Concordia, Kans., and junction U.S. Highways 81 and 24, serving no intermediate points. RESTRICTION: No service shall be rendered between the Kansas City, Mo.-Kansas City, Kans., commercial zone, as defined by the Commission, and Lawrence and Topeka, Kans., with no service to intermediate points thereon; *livestock*, from Concordia, Kans., to Kansas City, Mo., serving certain intermediate and off-route points, from Concordia, Kans., to St. Joseph, Mo., serving intermediate and off-route points within 25 miles of Concordia, restricted to pickup only, from Waterville, Kans., to Kansas City, Mo., serving certain intermediate and off-route points; *livestock, seeds, twine, agricultural implements*, and *parts, hardware*, and *building materials*, from Junction City, Kans., to Kansas City, Mo., serving the off-route point of Abilene and Salina, Kans., restricted to the pickup of livestock; *building and fencing materials and bale ties*, between Chapman, Kans., and Kansas City, Mo., serving certain intermediate and off-route points: *farm machinery*, between Beatrice, Nebr., and Ames, Kans., serving the intermediate and off-route points of Concordia and Aurora, Kans., between Salina, Kans., and Kansas City, Mo., serving the off-route point of North Kansas City, Mo., but no intermediate points; *feed* and *seed*, between Concordia, Kans., and Superior, Nebr., serving no intermediate and off-route points of from Junction City, Kans., to St. Joseph, Mo., serving intermediate and off-route points within 15 miles of Junction City; *feed, seed, fruit*, and *livestock*, from St. Joseph, Mo., to Concordia, Kans., serving no intermediate points.

Grain, livestock, seeds, feed, agricultural implements, hardware, building materials, petroleum products, in containers, *binder twine*, and *automobile accessories*, between Frankfort, Kans., and St. Joseph, Mo., serving intermediate and off-route points within 20 miles of Frankfort, Kans., between Frankfort, Kans., and Kansas City, Mo., serving the intermediate and off-route points of Kansas City, Kans., and points within 20 miles of Frankfort, Kans.; *newsprint*, from Omaha, Nebr., to Marysville, Kans., serving the intermediate point of Lincoln, Nebr., restricted to pickup only; *general commodities*, except articles of unusual value, explosives, and inflammables, over

irregular routes, between certain counties in Nebraska, on the one hand, and, on the other, points in Kansas, between certain counties in Kansas, on the one hand, and, on the other, points in Nebraska; *cartons and containers*, used in the transportation of bakery products, from Junction City, Kans., to Kansas City, Mo.; *cream*, in containers, from Concordia, Kans., to Falls City, Nebr.; *metal containers*, used in such operation, from Falls City, Nebr., to Concordia, Kans.; *washing machines*, from Newton, Iowa, to Superior, Nebr.; *household goods*, as defined by the Commission, between Concordia, Kans., and points within 25 miles thereof, on the one hand, and, on the other, points in Nebraska; *livestock*, from Kansas City, Mo., and Kansas City, Kans., to certain counties in Kansas, between Salina, Kans., and certain counties in Kansas, on the one hand, and, on the other, certain points in Colorado, Iowa, Missouri, Nebraska, New Mexico, Oklahoma, Texas, and Wyoming, between Junction City, Kans., and points within 20 miles of Junction City, on the one hand, and, on the other, Kansas City, Kans., and Kansas City, Mo.; *dry fertilizer*, in bags and in bulk, in vehicles other than tank or hopper-type, from Lawrence, Kans., and points within 10 miles thereof, to points in Nebaska. RESTRICTION: The service authorized in the lead certificate, Docket No. MC-61734, is subject to the following conditions: The described operations shall be conducted separately from carrier's private-carrier operations, completely separate accounting systems shall be maintained for carrier's private and for-hire operations, and carrier shall not transport property both as a for-hire and a private carrier in the same vehicle at the same time. In briefing the above authorized operations, it was not feasible to tack the above restriction to the commodities specified in the lead docket, and by tacking it at the end of the authority, it is believed to be sufficient for purposes of public notice regarding this carrier's authorized operations. Vendee is authorized to operate as a *common carrier* in Kansas and Missouri. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8829. Authority sought for purchase by BERMAN'S MOTOR EXPRESS, INC., Post Office Box 781, Binghamton, N.Y., of the operating rights of A. C. RICE STORAGE CORPORATION, 503 Railroad Avenue, Elmira, N.Y., and for acquisition by JACOB BERMAN, Post Office Box 781, Binghamton, N.Y., and BENJAMIN BERMAN and SAMUEL BERMAN, both of 337 Mystic Avenue, Medford, Mass., of control of such rights through the purchase. Applicants' attorney: Martin Werner, 2 West 45th Street, New York 36, N.Y. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods, but not excepting, commodities in bulk, as a *common carrier*, over irregular routes, between Elmira, N.Y., on the one hand, and, on the other, points in New York and Pennsylvania within 65 miles of Elmira. Vendee is authorized to operate as a common carrier in New York, Massachusetts, Pennsylvania, and Rhode Island. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8830. Authority sought for purchase by MASHKIN FREIGHT LINES, INC., 115 Park Avenue, East Hartford, Conn., of the operating rights of AUXILIA M. SALVATORE, doing business as FRANK SALVATORE TRUCKING CO., 80 Richland Road, Cranston, R.I., and for acquisition by JACOB MASHKIN, 2 Mountain Farm Road, West Hartford, Conn., and DAVID MASHKIN, 37 Bainton Road, West Hartford, Conn., of control of such rights through the purchase. Applicants' attorney: Thomas W. Murrett, 410 Asylum Street, Hartford, Conn. Operating rights sought to be transferred: *Such merchandise* as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, *equipment, materials*, and *supplies*, used in the conduct of such business, as a *contract carrier*, over irregular routes, between points in Connecticut, Massachusetts, and Rhode Island, bounded by a line beginning at New Haven, Conn., and extending north through Hamden, West Cheshire, Southington, Plainville, Farmington, and West Granby, Conn., Westhampton, Shelburne, and Colrain, Mass., to the Massachusetts-Vermont State line at a point five miles north of Colrain, Mass., thence east along the Massachusetts-New Hampshire-Vermont State lines to the Atlantic Coast, and thence along the Atlantic Coast to New Haven, including the points named. Vendee is authorized to operate as a *common carrier* in Connecticut, Massachusetts, New York, New Jersey, Rhode Island, Vermont, and New Hampshire. Application has not been filed for temporary authority under section 210a(b).

NOTE: No. MC-52938 Sub-7, is a matter directly related.

By the Commission.

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

[F.R. Doc. 64-7814; Filed, Aug. 4, 1964; 8:48 a.m.]

[Notice No. 664]

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

JULY 31, 1964.

The following applications are governed by Special Rule 1.247* 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.

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

No. MC 1936 (Sub-No. 19), filed July 21, 1964. Applicant: B & P MOTOR EXPRESS, INC., 51st Street and A.V.R.R., Pittsburgh, Pa., 15201. Applicant's attorney: John A. Vouno, 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, livestock, commodities in bulk (not including scrap metals in bulk), and those requiring special equipment, serving the plant site of the Chase Brass & Copper Company, Inc., located in Jefferson Township, Williams County, Ohio, near Montpelier, Ohio, as an off-route point in connection with applicant's regular route operations.

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

No. MC 2202 (Sub-No. 265), filed July 9, 1964. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Akron, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue 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, livestock, Household Goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Albany, and Columbus, Ga., from Albany, over U.S. Highway 82 to junction with Georgia Highway 55, thence over Georgia Highway 55 to junction with U.S. Highway 280, thence over U.S. Highway 280, to Columbus, and return over the same route, serving no intermediate points, (2) between Albany, and Macon, Ga., from Albany, over U.S. Highway 82, to junction Georgia Highway 257, thence over Georgia Highway 257, to junction with U.S. Highway 41, thence over U.S. Highway 41, to Macon, and return over the same route serving no intermediate points.

NOTE: Applicant states the service as proposed in (1) above to be restricted against traffic originating at, destinated to, or interchanged at Columbus, Ga., and in (2) above to be restricted against traffic originating at, destined to, or interchanged at Macon, Ga. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 5047 (Sub-No. 11), filed July 7, 1964. Applicant: GARDEN CITY TRANSPORTATION CO., LTD., 1720 Bayshore Highway, San Jose, Calif. Applicant's attorney: J. Richard Townsend, 1010 Mills Building, San Francisco 4, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: Shipments of less than 20,000 pounds or subject to a charge lower than applicable on a shipment of 20,000 pounds, consisting of (A) *General commodities* (except shipments in insulated vehicles equipped with mechanical refrigerating systems; fruit, dried, unmanufactured and unprocessed (applies only to dried fruit in the natural state and which has not been cleaned, washed, stemmed or otherwise prepared or partially prepared for human consumption); fruit, fresh; nuts, in the shell; vegetables, fresh; carriers (used packages), empty returning, or forwarded for return loads, in connection with a paying load of any of the items described above; used household goods; livestock; petroleum and petroleum products in bulk; and explosives), (1) between Bradley, Calif., and San Francisco, Calif., over U.S. Highway 101 and Bypass U.S. Highway 101; (2) between San Jose, Calif., and Richmond, Calif., over California Highways 9 and 17 and U.S. Highway 40; (3) between Monterey, Calif. and Santa Cruz, Calif., over California Highway 1; (4) between Santa Cruz, Calif. and San Jose, Calif., over California Highway 17; (5) between Monterey, Calif. and Salinas, Calif., over unnumbered highway; (6) between Hollister, Calif. and junction California Highway 156 and U.S. Highway 101, over California Highway 156; (7) between Hollister, Calif. and junction unnumbered highway and U.S. Highway 101 approximately two (2) miles south of Gilroy, Calif., over unnumbered highway; (8) between Watsonville, Calif. and San Juan Bautista, Calif., over unnumbered highway; (9) between Watsonville, Calif. and Gilroy, Calif., over California Highway 152; (10) between Sunnyvale, Calif. and Milpitas, Calif., over California Highway 9; (11) between junction Dumbarton Bridge route and U.S. Highway 101 and Niles, Calif. over Dumbarton Bridge route through Centerville, Calif.; (12) between San Mateo, Calif. and Hayward, Calif., over San Mateo Bridge route through Mt. Eden, Calif.; and (13) between San Francisco, Calif. and Oakland, Calif.

Over San Francisco-Oakland Bay Bridge route, serving all intermediate points on routes described above in (1) through (13) inclusive, and the off-route points of Alameda, Calif., and points within ten (10) miles of the city limits of San Jose, Calif.; and (B) *canned goods, dried fruit,* and *cannery and dried fruit packing plant machinery, materials and supplies,* (14) between San Jose, Calif. and Sacramento, Calif., (a) from San Jose over California Highway 9 to Niles, Calif., thence over unnumbered highways through Sunol, Pleasanton, and Livermore, Calif., to junction U.S. Highway 50, thence over U.S. Highway 50 through Stockton, Calif., to Sacramento (also from junction Old Altamont Pass Road and U.S. Highway 50 approximately three (3) miles east of Livermore, Calif., over Old Altamont Pass Road through Altamont, Calif., to junction U.S. Highway 50 approximately ten (10) miles west of Tracy, Calif.), and return over the same route, serving all intermediate points and off-route points within ten (10) miles of the city limits of San Jose, Calif., and (b) from San Jose over California Highways 9 and 17 to Oakland, Calif., thence over U.S. Highway 40 to Sacramento, and return over the same route, serving all intermediate points and off-route points within ten (10) miles of the city limits of San Jose, Calif.

NOTE: The above proposed operations will be subject to the following exception: No transportation between any two of the following points: San Francisco, San Leandro, Oakland, Alameda, Berkeley, Albany, El Cerrito, Richmond, Piedmont, and Emeryville; nor between any of the foregoing points and South San Francisco, on the one hand, and, on the other, Stockton and Sacramento, Calif. Applicant states the effect of this application is to eliminate the weight restriction with respect to shipments of less than 20,000 pounds from its State Commission rights, which were registered with the Interstate Commerce Commission in No. MC 5047 (Sub-No. 10). If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

MC 19564 (Sub-No. 58), filed June 22, 1964. Applicant: L. C. JONES TRUCKING COMPANY, a corporation, 4300 Southeast 29th Street, Oklahoma City, Okla. Applicant's attorney: Rufus H. Lawson, 2400 Northwest 23d Street, Oklahoma City 7, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Earth drilling machinery* and *equipment;* (2) *machinery, equipment, materials, supplies* and *pipe* incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance and dismantling of drilling machinery and equipment, and (b) digging of slush pits and clearing, preparing, constructing or maintaining drilling sites; and (3) *machinery, equipment, materials, supplies* and *pipe* incidental to, used in, or in connection with (a) the completion of holes or wells drilled, (b) the production, storage, transmission and distribution of commodities resulting from drilling operations, and (c) injection or removal of commodities into or from holes or wells.

(A) between points in Colorado, Kansas, Louisiana, New Mexico, Oklahoma, Texas and Wyoming; (B) between points in Arkanas, on the one hand, and, on the other, points in Oklahoma and Louisiana; (C) between points in Oklahoma, on the one hand, and, on the other, points in Mississippi, subject to the restriction that carrier shall not transport any traffic between points in Colorado, Kansas, Louisiana, New Mexico, Texas, Wyoming, and Arkansas on the one hand, and, on the other, points in Mississippi; (D) between points in Montana and Utah, on the one hand, and, on the other, points in Kansas, Oklahoma, and Texas; (E) between points in Oklahoma, on the one hand, and, on the other, points in Nebraska, North Dakota, and South Dakota; (F) from points in Oklahoma and Texas, to points in Pennsylvania and West Virginia; (G) from points in Pennsylvania, to points in Oklahoma and Texas.

(H) between points in that part of North Dakota on or west of a line beginning at the United States-Canada Boundary line and extending over North Dakota Highway 30 to junction North Dakota Highway 3 at or near Ashley, N. Dak., thence along North Dakota Highway 3 to the North Dakota-South Dakota State line, that part of South Dakota west of the Missouri River and on or north of U.S. Highway 14, and that part of Montana on or east of a line beginning at Alzada, Mont., and extending along U.S. Highway 22 through Broadus, Mont., to junction U.S. Highway 312, thence along U.S. Highway 312 to Miles City, Mont., thence along Montana Highway 22 to Jordan, Mont., thence northwesterly in a straight line to Malta, Mont., and thence along Montana Highway 242 (formerly Montana Highway 19) to the United States-Canada Boundary line; (I) between points in that territory described in (H) above, on the one hand, and, on the other, points in Wyoming:

(J) between points in Nebraska and those in that part of Colorado on and east of U.S. Highway 87; (K) between points in that part of North Dakota on or west of a line beginning at the United States-Canada Boundary line and extending over North Dakota Highway 30 through St. John, York and Medina, N. Dak., to junction North Dakota Highway 3 at or near Ashley, N. Dak., thence along North Dakota Highway 3 to the North Dakota-South Dakota State line, on the one hand, and, on the other, points in Wyoming; (L) between points in Louisiana; (M) between points in Wyoming; (N) between points in Louisiana and Wyoming, on the one hand, and, on the other, points in Colorado, Kansas, New Mexico, Oklahoma and Texas; (O) between points in Arkansas, on the one hand, and, on the other, points in Louisiana; (P) between points in that part of North Dakota on or west of a line beginning at the United States-Canada Boundary line and extending over North Dakota Highway 30 through St. John, York and Medina, N. Dak., to junction North Dakota Highway 3 at or near Ashley, N. Dak.

Thence along North Dakota Highway 3 to the North Dakota-South Dakota State line, that part of South Dakota west of the Missouri River and on or north of a line beginning at the Missouri River and extending along U.S. Highway 14 through Hayes and Midland, S. Dak., to junction South Dakota Highway 73 (formerly portion U.S. Highway 14) at or near Philip, S. Dak., thence along South Dakota Highway 73 to junction unnumbered highway (formerly portion U.S. Highway 14) at or near Philip Junction, thence along unnumbered highway to junction U.S. Highway 14, thence along U.S. Highway 14 through Rapid City to junction Alternate U.S. Highway

14 (formerly portion U.S. Highway 14) at Sturgis, S. Dak., thence along Alternate U.S. Highway 14 to junction U.S. Highway 14, thence along U.S. Highway 14 to the South Dakota-Wyoming State line, and that part of Montana on and east of a line beginning at the Montana-Wyoming State line near Alzada, Mont., and extending along U.S. Highway 212 through Alzada and Broadus, Mont., to junction U.S. Highway 312 (formerly U.S. Highway 212), thence along U.S. Highway 312 to Miles City, Mont., thence along Montana Highway 22 through Hillside, Mont., to Jordan, Mont., thence northwesterly in a straight line to Malta, Mont., and thence along Montana Highway 242 (formerly Montana Highway 19) to the United States-Canada Boundary line; (Q) between points in that territory described in (P) above, on the one hand, and, on the other, points in Wyoming; (R) between points in Nebraska and those in that part of Colorado on and east of a line beginning at the Colorado-Wyoming State line and extending along U.S. Highway 87 to Wellington, Colo., thence along Larimer County Road No. 31 to junction U.S. Highway 287, thence along U.S. Highway 287 through Ft. Collins, Colo., to Denver, Colo., thence along U.S. Highway 85 through Colorado Springs and Pueblo, Colo., to junction unnumbered highway (formerly portion U.S. Highway 85), thence along unnumbered highway through Aguilar, Colo., to junction U.S. Highway 85, and thence along U.S. Highway 85 through Trinidad, Colo., to the Colorado-New Mexico State line; (S) between points in Nevada, on the one hand, and, on the other, points in Montana, Wyoming, Utah, Colorado, and New Mexico; (T) between points in Colorado, on the one hand, and, on the other, ports of entry at or near the United States-Canada Boundary line in Montana and North Dakota; and (U) between Kansas City, Mo., on the one hand, and, on the other, points in Kansas.

NOTE: Applicant states (1) it seeks no duplicating authority; (2) it presently holds authority to transport Mercer case oilfield and pipeline commodities between same points and within same territory as set forth hereinabove; and (3) if a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 29566 (Sub-No. 88), filed July 17, 1964. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from the plant site and/or cold-storage facilities utilized by Wilson & Co., Inc., at or near Cherokee, Iowa, to points in Arkansas, Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, Oklahoma, and Texas, and *empty containers or other incidental facilities* (not specified) used in transporting the above described commodities, on return.

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

No. MC 29566 (Sub-No. 89), filed July 20, 1964. Applicant's attorney: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, Kans. Applicant's attorney: Don S. Hults, Post Office Box 225, Lawrence, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Frozen foods*, from Carrollton, Macon, Marshall, Milan, and Moberly, Mo., to points in Arkansas, Illinois, Kansas, and Oklahoma, from Ft. Dodge and Webster City, Iowa, to points in Kansas, Missouri, and Oklahoma, from points in the Kansas City, Mo.,-Kans., commercial zone, to points in Arkansas, Illinois, Iowa, Kansas,, and Oklahoma, from Chicago and Deerfield, Ill., to points in Kansas, Oklahoma, and Missouri on and north of U.S. Highway 50, (b) *meats, meat products*, and *meat byproducts*, and *articles distributed by meat packing house*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from points in the Kansas City, Mo.-Kans., commercial zone and St. Joseph, Mo., to points in Arkansas, Illinois, Iowa, Kansas, Missouri, and Oklahoma, from Sioux City, Iowa, to St. Louis, Mo., and Tulsa, Okla., from Kansas City, Kans., to Madison and Milwaukee, Wis., from Ottumwa, Iowa, to points in Missouri, Oklahoma, and Kansas (except Arkansas City and Wichita), from Oklahoma City, Okla., to points in Iowa and Nebraska, from Miami, Okla., to points in Missouri on and North of U.S. Highway 50, from Ft. Smith, Ark., to Des Moines and Waterloo, Iowa, from Davenport, Iowa, to points in Missouri on and north of U.S. Highway 50, and to Oklahoma City and Tulsa, Okla.

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

No. MC 31600 (Sub-No. 570) filed July 16, 1964. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, Calvary Street, Waltham, Mass., 02154. Applicant's attorney: Harry C. Ames, Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals* (except toluene diisocyanate), in bulk, in tank vehicles, from Ashtabula, Ohio, to points in Connecticut, Georgia, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, and West Virginia.

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

No. MC 42146 (Sub-No. 7) (REPUBLICATION) filed March 12, 1964, published FEDERAL REGISTER, issue of April 1, 1964, and republished this issue. Applicant: A. G. BOONE COMPANY, a corporation, 1117 E. Clarkson Street, Charlotte, N.C. Applicant's attorney: Allen Post, First National Bank Building, Atlanta, Ga. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise*, as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, *equipment, materials and supplies*, used in the conduct of such business, between points in North Carolina and South Carolina, on the one hand, and, on the other, points in Johnson, Sullivan, Carter, Washington, Greene, Unico, Cocke, and Jefferson Counties, Tenn., and points in Washington, Smythe, Wythe, Carroll, and Grayson Counties, Va.

NOTE: Applicant states that the proposed service will be performed under contract with the Great Atlantic & Pacific Tea Co., Inc. An Order of the Commission, Operating Rights Board No. 1, dated July 10, 1964, served July 20, 1964, finds: That operation by applicant in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and chain grocery and food business houses, and in connection therewith, equipment, materials and supplies used in the conduct of such business, (1) between points in Carroll, Grayson, Smyth, Washington, and Wythe Counties, Va., and Carter, Cocke, Greene, Jefferson, Johnson, Sullivan, Unicol, and Washington Counties, Tenn., and (2) between the points in (1) above, on the one hand, and, on the other, points in North Carolina and South Carolina, under a continuing contract with The Atlantic & Pacific Tea Co., Inc., of Jacksonville, Fla., will be consistent with the public interest and the national transportation policy; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; and that an appropriate permit should be issued. That because it is possible that other parties, who have relied upon the notice of the application as published previously, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings herein, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate herein will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 42261 (Sub-No. 82), filed July 23, 1964. Applicant: LANGER TRANSPORT CORP., Route 1, Foot of Danforth Avenue, Jersey City, N.J. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. Authorty sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid wax*, in bulk, in stainless steel insulated tank vehicles with portable systems, from Falling Rock and St. Mary's W. Va., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and Vermont.

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

No. MC 42261 (Sub-No. 83), filed July 24, 1964. Applicant: LANGER TRANSPORT CORP., Route 1, foot of Danforth Avenue, Jersey City, N.J. Applicant's attorney: S. Sidney Eisen, 140 Cedar Street, New York, N.Y. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* (except acids and chemicals), in bulk, in tank vehicles, fom Jacksonville, N.J. to points in Delaware, New York, and Pennsylvania.

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

No. MC 45657 (Sub-No. 43), filed July 22, 1964. Applicant: PIC-WALSH FREIGHT CO., a corporation, 731 Campbell Avenue, St. Louis 15, Mo. Applicant's attorney: John Paul Jones, 189 Jefferson Avenue, Memphis 3, Tenn. 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 Tremont, Miss., and Red Bay, Ala., from Tremont over Mississippi Highway 23 to the Mississippi-Alabama State line, thence over Alabama Highway 24 to Red Bay, and return over the same route, serving no intermediate points.

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

No. MC 49368 (Sub-No. 88), filed July 16, 1964. Applicant: COMPLETE AUTO TRANSIT, INC., 18544 West Eight Mile Road, Southfield, Mich. Applicant's attorney: Edmund M. Brady, Penobscot Building, Detroit, Mich. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *New automobiles and new trucks* in truckaway and driveaway service in initial movements, from the plant site of the General Motors Corp. at Norwood, Ohio, to points in the District of Columbia, Delaware, Maryland, New Jersey, New York, and Virginia.

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

No. MC 49504 (Sub-No. 15), filed July 20, 1964. Applicant: McCUE TRANSFER INC., 3524 East Fourth, Hutchinson, Kans. Applicant's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Food ingredients, and empty containers or other such incidental facilities used in transporting the above commodities*, between Hutchinson, Kans., and points within 2 miles thereof and the plantsite of American Salt Corp. of Lyons, Kans., on the one hand, and, on the other, points in Minnesota, North Dakota, South Dakota, Nebraska, Arkansas, New Mexico, and points in Cochran, Bailey, Randall, Roberts, Crosby, Swisher, Potter, Shwerman, Wichita, Lubbock, Castro, Oldham, Dallam, Cottle, Hall, Gray, Ochiltree, Yoakum, Dickens, Briscoe, Carson, Hansford, Collinsworth, Floyd, Hartley, Foard, Kent, Terry, Motley, Childress, Wheel, Lipscomb, Lamb, Armstrong, Hutchinson, Wilbarger, Lynne, Hale, Donley, Moore, Hockley, Parmer, Deaf Smith, Hemphill, Hardeman, and Garza Counties, Tex., and points in Wyoming and Missouri (except St. Joseph, St. Louis and Kansas City commercial zones), and (2) *pepper when moved in mixed shipments of salt and salt products, and empty containers or other such incidental facilities used in transporting the above commodities*, between Hutchinson, Kans., and points within 2 miles thereof and the plantsite of American Salt Corp. at Lyons, Kans., on the one hand, and, on the other, points in Minnesota, North Dakota, South Dakota, Nebraska, Arkansas, New Mexico, and points in Cochran, Bailey, Randall, Roberts, Crosby, Swisher, Potter, Shwerman, Wichita, Lubbock, Castro, Oldham, Dellam, Cottle, Hall, Gray, Ochiltree, Yoakum, Dickens, Briscoe, Carson, Hansford, Floyd, Collinsworth, Hartley, Foard, Kent, Terry, Motley, Childress, Wheel, Lipscomb, Lamb, Armstrong, Hutchinson, Wilbarger, Lynn, Hale, Donley, Moore, Hockley, Parmer, Deaf Smith, Hemphill, Hardeman, and Garza Counties, Tex., and points in Wyoming and Missouri (except St. Joseph, St. Louis, and Kansas City commercial zones).

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

No. MC 52579 (Sub-No. 37) filed July 17, 1964. Applicant: GILBERT CARRIER CORP., 441 Ninth Avenue, New York, N.Y. Applicant's attorney: Harris J. Klein, 280 Broadway, New York 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wearing apparel on hangers*, (2) *wearing apparel on hangers in mixed loads with wearing apparel*, in boxes and cartons, (a) from points in Texas to points in the New York City, N.Y., commercial zone, as defined by the Commission, and (b) between points in Texas on the one hand, and, on the other, points in California, (3) *returned, rejected or refused wearing apparel and hangers* on return, in (a) and (b) above.

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

No. MC 52953 (Sub-No. 28) filed July 23, 1964. Applicant: ET & WNC TRANSPORTATION COMPANY, a corporation, 132 Legion Street, Johnson City, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), between Jackson, Tenn., and the plantsite of the Rockwell Manufacturing Company, located approximately 7 miles from Jackson, Tenn.: from Jackson over U.S. Highway 45 to the plantsite of the Rockwell Manufacturing Co. and return over the same route, serving no intermediate points.

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

No. MC 52458 (Sub-No. 196), filed July 21, 1964. Applicant: T. I. McCORMACK TRUCKING COMPANY, INC., U.S. Route 9, Woodbridge, N.J. Applicant's attorney: Chester A. Zyblut, 1000 Connecticut Avenue NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Palm oil*, in bulk, in tank vehicles, from Weirton, W. Va., to Baltimore, Md.

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

No. MC 55236 (Sub-No. 92), filed July 20, 1964. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Chemicals, and plastics* (except liquid fertilizer solutions), in bulk, in tank and hopper type vehicles, from Peru, Ill., to points in Indiana, Ohio, Michigan, Wisconsin, Minnesota, Iowa, and Missouri, and (2) *dry plastics*, in bulk, in tank and hopper type vehicles, from Peru, Ill., to points in Kansas, Arkansas, Tennessee, Kentucky, Pennsylvania, and Nebraska.

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

No. MC 55236 (Sub-No. 93), filed July 27, 1964. Applicant: OLSON TRANSPORTATION COMPANY, a corporation, 1970 South Broadway, Green Bay, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Starch, sugar, and products of corn* in bulk, in tank and hopper-type vehicles, from Muscatine, Iowa, to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, South Dakota, Tennessee, and Wisconsin.

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

No. MC 61396 (Sub-No. 111), filed July 23, 1964. Applicant: HERMAN BROS. INC., 2501 North 11th Street, Omaha, Nebr. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Starch, sugar and products of corn* in bulk, in tank or self-unloading type trailers, from Muscatine, Iowa, to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, South Dakota, Wisconsin, and Tennessee, and *returned or rejected shipments*, on return.

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

No. MC 63072 (Sub-No. 3), filed July 22, 1964. Applicant: MOTOR TRANSPORTATION CORP., 11 John Street, Brooklyn 1, N.Y. Applicant's attorney: Morris Honig, 150 Broadway, New York 38, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Alcoholic beverages*, between Syosset, N.Y., and

points in New Jersey within twenty-five (25) miles of New York, N.Y.

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

No. MC 64808 (Sub-No. 7), filed July 17, 1964. Applicant: W. S. THOMAS PORTATION CORP., 11 John Street, Fairmont, W. Va. Applicant's attorney: John A. Vuono, 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers, caps, covers, disks and tops, fibreboard boxes and wooden bottle carrier*, from Clarksburg, and Fairmont, W. Va., to points in Kentucky and those in Indiana on and south of U.S. Highway 40, and *empty containers or other such incidental facilities* used in transporting the commodities specified above, on return.

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

No. MC 67450 (Sub-No. 8) filed July 22, 1964. Applicant: PETERLIN CARTAGE CO., a corporation, 9651 South Ewing Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry commodities*, in bulk, in tank or hopper type vehicles, from Chicago, Ill., to points in Wisconsin, Minnesota, Iowa, Missouri, Illinois, Kentucky, Ohio, Michigan, and Indiana, and *rejected shipments*, on return. RESTRICTION: Restricted to traffic having prior movement by rail or water.

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

No. MC 72444 (Sub-No. 17) filed July 17, 1964. Applicant: THE AKRON-CHICAGO TRANSPORTATION COMPANY, INC., 1016 Triplett Boulevard, Akron, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, 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, and commodities requiring special equipment), (1) between Findlay, Ohio, and Kenton, Ohio, over U.S. Highway 68, and (2) between Fostoria, Ohio, and junction Ohio Highway 18 and U.S. Highway 224 near Tiffin, Ohio, over Ohio Highway 18, serving no intermediate points, except for joinder purposes only, as alternate routes, 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 either Cleveland or Columbus, Ohio.

No. MC 82063 (Sub-No. 4), filed July 17, 1964. Applicant: KLIPSCH HAULING CO., a corporation, 119 East Loughboro Street, St. Louis 11, Mo. Applicant's attorney: Ernest A. Brooks II, 1311–12 Ambassador Building, St. Louis 1, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, from Tri City Regional Port Complex (North of Granite City, Ill.) to points in Arkansas, Indiana, Illinois, Iowa, Kansas, Kentucky, Missouri, Nebraska, and Tennessee.

NOTE: Applicant states it proposes to transport exempt commodities, on return. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 82841 (Sub-No. 9), filed July 20, 1964. Applicant: R. D. TRANSFER, INC., 801 Live Stock Exchange Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Grass Creek, Wyo., and points within a ten mile radius thereof, to points in Nebraska, east of U.S. Highway 183, and points in Iowa.

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

No. MC 85472 (Sub-No. 3) filed June 15, 1964. Applicant: BRADDOCK MOTOR FREIGHT, INC., Post Office Box 340, Washington Court House, Ohio. Applicant's attorney: Nelson Lancoine, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a *Common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment), (1) from Columbus, Ohio, over U.S. Highway 62 to Washington Court House, Ohio, thence over U.S. Highway 22 to Cincinnati, Ohio, and return over the same route, (2) from Columbus, Ohio over U.S. Highway 62 to Hillsboro, Ohio, thence over Ohio Highway 73 to Portsmouth, Ohio, and return over the same route, (3) from Columbus, Ohio, over U.S. Highway 23 to Portsmouth, Ohio, and return over the same route, (4) from Washington Court House, Ohio, over Ohio Highway 70 to Greenfield, Ohio, thence over Ohio Highway 138 to Hillsboro, Ohio, and return over the same route, (5) from Portsmouth, Ohio over U.S. Highway 52, to Cincinnati, Ohio, and return over the same route, (6) from Chillicothe, Ohio, over U.S. Highway 50 to Cincinnati, Ohio, and return over the same route, (7) from Circleville, Ohio, over U.S. Highway 22 to Cincinnati, Ohio, and return over the same route, (8) from Chillicothe, Ohio, over Ohio Highway 28 to Cincinnati, Ohio, and return over the same route, (9) from Chillicothe, Ohio, over U.S. Highway 35 to Washington Court House, Ohio, and return over the same route, serving all intermediate points and the off-route points of McDermott and Scholleys, Ohio, in (1) through (9) above, and (10) from Wilmington, Ohio over Ohio Highway 68 to junction Ohio Highway 28, (11) from Cincinnati over Ohio Highway 74 to junction Ohio Highway 73, and (12) between Cincinnati and Columbus, Ohio, over Interstate Highway 71, as alternate routes for operating convenience only, in connection with routes (1) through (9) above.

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

No. MC 85934 (Sub-No. 32), filed July 14, 1964. Applicant: MICHIGAN TRANSPORTATION COMPANY, a corporation, 3601 Wyoming Avenue, Dearborn, 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: *Cement*, in bulk and in bags from Port Huron, Mich., to points in Indiana and *rejected shipments* on return.

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

No. MC 87720 (Sub-No. 21) filed July 20, 1964. 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: *New office furniture*, in mixed shipments, crated and uncrated, from Flemington, N.J., to points in Pennsylvania, Delaware, Maryland, New York, Ohio, points in Virginia, on the north of U.S. Highway 58, and the District of Columbia, and *returned and damaged shipments, of new office furniture*, on return.

NOTE: Applicant states it presently holds authority to "transport new office furniture uncrated, within the same territory, and for the same shipper" as proposed above. The applicant further states that the proposed service is to be restricted to a transportation service to be performed under a continuing contract, or contracts, with Standard Pressed Steel Co., Columbia Hallowell Division, Jenkintown, Pa. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 92983 (Sub-No. 445), filed July 14, 1964. Applicant: ELDON MILLER, INC., Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Beverages* and *spirits* in bulk, in tank vehicles from points in Platte County, Mo., to points in Illinois, Indiana, Kentucky, Maryland, Michigan, Minnesota, New Jersey, New York, Ohio, Rhode Island, and Wisconsin.

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

No. MC 92983 (Sub-No. 446), filed July 17, 1964. Applicant: ELDON MILLER, INC., Post Office Drawer 617, 531 Walnut Street, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Fertilizer*, dry and liquid, *acids and chemicals and fertilizer compounds* including but not limited to *anhydrous ammonia, aqua ammonia, nitrogen fertilizer solutions*, in bulk, in tank or hopper type vehicles, from Fremont, Nebr., and points within 10 miles thereof, to points in Illinois, Iowa, Kansas, Minnesota, Missouri, North Dakota, and South Dakota.

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

No. MC 95540 (Sub-No. 591), filed July 20, 1964. Applicant: WATKINS MOTOR LINES, INC., Post Office Box 828, Albany Highway, Thomasville, Ga. Applicant's representative: Jack M. Holloway (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Savannah, Ga., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

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

No. MC 99493 (Sub-No. 2), filed July 27, 1964. Applicant: CENTRAL STORAGE & TRANSFER CO., OF HARRISBURG, a corporation, 4101 North Sixth Street, Harrisburg, Pa. 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: *General commodities*, except those of unusual value, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, between Harrisburg, Pa., and points within 5 miles thereof, on the one hand, and, on the other, points in Philadelphia, Montgomery, Delaware, Chester, Bucks, Northampton, Monroe, Lackawanna, Berks, Carbon, Luzerne, Wyoming, Sullivan, Bradford, Columbia, Montour, Northumberland, Schulkill, Lehigh, Lebanon, Lancaster, York, Dauphin, Adams, Cumberland, Perry, Union, Juniata, Snyder, Lycoming, Tioga, Clinton, Mifflin, Clearfield, Cambria, Blair, Bedford, Fulton, Franklin, Huntingdon, Pike, Centre, Potter, Elk, Cameron, Somerset, Susquehanna, and Wayne Counties, Pa.

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

No. MC 102567 (Sub-No. 96), filed July 20, 1964. Applicant: EARL CLARENCE GIBBON, doing business as 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: *Bromine*, in bulk, in tank vehicles, from Newell, Ark., to Beaumont, Tex.

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

No. MC 103051 (Sub-No. 178), filed July 16, 1964. Applicant: FLEET TRANSPORT COMPANY, INC., 340 Armour Drive NE., Atlanta, Ga., 30324. Applicant's attorney: R. J. Reynolds, Jr., Suite 403–11 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, in pneumatic trailers and dump vehicles, *salt*, in bulk, in mixed shipments with *salt* in bags, in dump trailers, from Bainbridge, Ga., to points in South Carolina.

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

No. MC 103490 (Sub-No. 56), filed July 15, 1964. Applicant: PROVAN TRANSPORT CORP., 210 Mill Street, Newburgh, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, from Sayreville, N.J., to points in Connecticut, Delaware, the District of Columbia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

NOTE: Applicant holds contract carrier authority under MC 125709, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 103889 (Sub-No. 317), filed July 13, 1964. Applicant: PRODUCERS TRANSPORT, INC., 224 Buffalo Street, New Buffalo, Mich. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Polyurethane foam additive*, from Midland, Mich., to Richmond, Va.

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

No. MC 103880 (Sub-No. 318), filed July 22, 1964. Applicant: PRODUCERS TRANSPORT, INC., 224 Buffalo Street, New Buffalo, Mich. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid caustic soda*, in bulk, in tank vehicles, from South Bend, Ind., to Niles, Mich.

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

No. MC 104675 (Sub-No. 22), filed July 17, 1964. Applicant: FRONTIER DELIVERY, INC., 620 Elk Street, Buffalo, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tar*, in bulk, in tank vehicles, from Cleveland and Youngstown, Ohio, to points in Erie, Cattaraugus, Chautauqua, and Niagara Counties, N.Y., and *refused or unclaimed product*, on return.

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

No. MC 105269 (Sub-No. 35), filed July 20, 1964. Applicant: GRAFF TRUCKING COMPANY, INC., 2110 Lake Street, Kalamazoo, Mich. Applicant's attorney: Robert D. Schuler, Suite 1700, One Woodward Avenue, Detroit, Mich., 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from South Bend, Ind., to Louisville, Ky., St. Louis, Mo., Davenport, Iowa, and Milwaukee, Wis., and points in Illinois, Indiana, Michigan, and Ohio, and *pallets, damaged or rejected shipments*, on return.

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

No. MC 105813 (Sub-No. 115), filed July 17, 1964. 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: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I in *Descriptions in Motor Carriers Certificates* 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from the plantsite and/or cold storage facilities utilized by Wilson & Co., Inc., at or near Cherokee, Iowa, to points in Alabama, Georgia, Florida, North Caroline, South Carolina, Tennessee, Mississippi, and Louisiana.

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

No. MC 106297 (Sub-No. 33), filed July 16, 1964. Applicant: MID-STATES TRAILER TRANSPORT, INC., Post Office Box 243, Oak Glen Station, Lansing, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobile, from points in Genesee County, N.Y., to points in the United States, including Alaska (but excluding Hawaii).

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

No. MC 106398 (Sub-No. 239), filed July 21, 1964. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movement, in truckaway service from points in Wayne County, N.Y., 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 106943 (Sub-No. 82), filed July 17, 1964. Applicant: EASTERN EXPRESS, INC., 1450 Wabash Avenue, Terre Haute, 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 regular routes, transporting: *General commodities* (except Classes A and B explosives, livestock, grain, petroleum products, in bulk, household goods as defined by the Commission, and commodities requiring special equipment), between Davenport, Iowa, and Harrisburg, Pa., from Davenport over U.S. Highway 67 to junction Illinois Highway 92, thence over Illinois Highway 92 to junction Interstate Highway 280, thence over Interstate Highway 280 to junction Interstate Highway 80, thence over Interstate Highway 80 to junction Illinois Highway 78, thence over Illinois Highway 78 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Illinois Highway 26, thence over Illinois Highway 26 to junction Interstate Highway 80, thence over Interstate Highway 80 to junction Interstate Highway 80S, thence over Interstate Highway 80S to Harrisburg, 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 Indianapolis, Ind.

No. MC 107286 (Sub-No. 10) filed July 20, 1964. Applicant: M. PASCALE TRUCKING, INC., 8–10 Rice Street, South Attleboro, Mass. Applicant's representative: Russell B. Curnett, 36 Circuit Drive, Providence, R.I., 02905. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, in vehicles equipped with mechanical loading devices, from Gray, Maine, to points in Massachusetts and Rhode Island.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Providence, R.I.

No. MC 107323 (Sub-No. 39), filed July 20, 1964. Applicant: GILLILAND TRANSFER COMPANY, a corporation, 21 West Sheridan Street, Fremont, Mich. Applicant's attorney: J. M. Neath, Jr., Michigan Trust Building, Grand Rapids 2, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Baby foods, canned goods* and *baby supplies* from Fremont, Mich., to Waukesha, Wis.

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

No. MC 107403 (Sub-No. 567), filed July 21, 1964. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, dry, in bulk, from Chicago, Ill., to Cincinnati, Ohio, St. Louis and Kansas City, Mo., Detroit, Mich., and Milwaukee, Wis.

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

No. MC 107496 (Sub-No. 323) filed July 22, 1964. Applicant: RUAN TRANSPORT CORPORATION, 303 Keosauqua Way, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Edible corn syrup and syrup blends*, in bulk, in tank vehicles, from Denver, Colo., to points in New Mexico and Wyoming.

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

No. MC 107515 (Sub-No. 489), filed July 20, 1964. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, Ga. Applicant's attorney: Paul M. Daniell, Suite 1600, First Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Oleomargarine and vegetable oil compounds*, aerated, in vehicles equipped with mechanical refrigeration, from Edgewater, N.J., to points in Virginia, North Carolina, South Carolina, and Georgia.

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

No. MC 107695 (Sub-No. 4), filed July 19, 1964. Applicant: B. A. FISHER, doing business as HI-BALL CONTRACTORS, Post Office Box 1117, Billings, Mont., 59101. Applicant's attorney: Jerome Anderson, Suite 300, 1st National Bank Building, Billings, Mont., 59101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, including oil and greases having a petroleum (principal ingredients) base*, in all style packages (excluding products in bulk), including but not limited to: antifreeze, petroleum asphalt, distillate fuel oil, residual fuel oil, jet fuel, gasoline, blended gasoline, grease, insecticides (other than agricultural), kerosene lubrication oil, refined oil (illumination or burning), transformer oil, oil, petroleum or petroleum preparations (not medicated or represented as a remedy, medicine or lubricant for the human body), tractor fuel, wax and naphtha, from Casper, Wyo., to points in Colorado, Montana, and Wyoming, and *empty containers, rejected and contaminated products* on return.

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

No MC 108053 (Sub-No. 57), filed July 17, 1964. Applicant: LITTLE AUDREY'S TRANSPORTATION COMPANY, INC., Post Office Box 709, Fremont, Nebr. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from the plantsite and/or cold storage facilities utilized by Wilson & Co., Inc., located at or near Cherokee, Iowa, to points in California, Oregon, Washington, Arizona, Montana, Utah, Nevada, and Wyoming.

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

No. MC 108188 (Sub-No. 9), filed July 16, 1964. Applicant: ROLLO TRUCKING CORPORATION, INC., 295 Broadway, Keyport, N.J. 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: *Dry chemicals*, in bulk, from Sayerville, N.J., to points in Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, on return.

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

No. MC 108449 (Sub-No. 184), filed July 23, 1964. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul, Minn., 55113. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, from Minneapolis and St. Paul, Minn., and points within 10 miles of each, to points in Montana.

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

No. MC 108859 (Sub-No. 40), filed July 20, 1964. Applicant: CLAIRMONT TRANSFER CO., a corporation, 1803 Seventh Avenue North, Escanaba, Mich. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison, Wis., 43703. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, and commodities in bulk), serving the plantsite of Bethlehem Steel Company, Burns Harbor, Ind., located on U.S. Highway 12 (Note: part of the plant is in the town of Portage, Ind., and part is located east thereof extending into the community known as Dune Acres, Ind.), as an off-route point in connection with applicant's regular route operations in Wisconsin, Michigan, Illinois, Indiana, and Kentucky.

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

No. MC 109294 (Sub-No. 3) filed July 16, 1964. Applicant: COMMERCIAL TRUCK CO., LTD., a corporation, 230 Brunette Street, New Westminster, British Columbia, Canada. Applicant's representative: Joseph O. Earp, 411 Lyon Building, 607 Third Avenue, Seattle, Wash., 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper, pulpboard and fiberboard*, not corrugated from Longview and Tacoma, Wash. to the International Boundary Line between the United States and

Canada, through the ports of entry located at Blaine and Sumas, Wash.

NOTE: Applicant states the proposed operations will be restricted to shipments destined to British Columbia, Canada. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 110098 (Sub-No. 46), filed July 20, 1964. Applicant: ZERO REFRIGERATED LINES, 815 Merida Street, Box 7249 Station A, San Antonio, Tex., 78207. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts* and *dairy products* in vehicles equipped with mechanical refrigeration (except in bulk in tank vehicles), from Clovis, N. Mex., to points in Arizona and California.

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

No. MC 110420 (Sub-No. 375) filed July 15, 1964. Applicant: QUALITY CARRIERS, INC., Post Office Box 339, 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: *Liquid chocolate, confectioners coating, and cocoa butter*, in bulk, in tank vehicles, from Milwaukee, Wis., to points in Kansas.

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

No. MC 110420 (Sub-No. 377) filed July 20, 1964. 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: *Lacquer and lacquer thinner*, in bulk, in tank vehicles, from Milwaukee, Wis., to Hancock, Vt., and North Stratford, N.H.

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

No. MC 110824 (Sub-No. 8), filed July 14, 1964. Applicant. A. F. POSNIK & COMPANY, a corporation, 3601 Wyoming Avenue, Dearborn, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, from Midland, Mich., to Bay City, Mich.

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

No. MC 111504 (Sub-No. 3), filed July 13, 1964. Applicant: WILLIAM E. LOYD AND DARRELL L. LOYD, a partnership, doing business as LOYD BROS. TRUCK LINE, Orrick, Mo. Applicant's attorney: Carll V. Kretsinger, Suite 510 Professional Building, Kansas City 6, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Metal culvert pipe*, coated and uncoated, from the plant site of Kaiser Aluminum & Chemical located within the Kansas City, Mo.-Kans., commercial zone in the Fairfax District of Kansas City, Kans., to points in Missouri, and *rejected or damaged shipments*, on return.

NOTE: Applicant states the proposed operations will be under a continuing contract with Kaiser Aluminum & Chemical, Oakland, Calif. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 111812 (Sub-No. 258), filed July 23, 1964. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, packinghouse products*, and *commodities used by packinghouses*, as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Newcastle, Wyo., to points in Nevada, California, Arizona, Oregon, Washington, and Idaho.

NOTE: Applicant states no duplicate authority sought herein. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Rapid City, S. Dak.

No. MC 111812 (Sub-No. 259), filed July 23, 1964. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen meats and frozen meats in mixed shipments* with commodities which are partially exempt under the provisions of section 203(b)(6) of the Interstate Commerce Act, from Moosic, Pa., to points in North Dakota, South Dakota, Minnesota, and Wisconsin.

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

No. MC 111862 (Sub-No. 11), filed July 22, 1964. Applicant: HENNES TRUCKING CO., a corporation, 320 South 19th Street, Milwaukee 3, Wis. Applicant's attorney: Jack B. Josselson, Atlas Bank Building, Cincinnati, Ohio, 45202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, between points in Pennsylvania and West Virginia. Restricted to shipments having an immediately prior movement by rail; and limited to a transportation service to be performed under a continuing contract, or contracts, with Dundee Cement Company, of Dundee, Mich.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Charleston, W. Va.

No. MC 111963 (Sub-No. 3) filed June 26, 1964. Applicant: EDWIN VOEGELE, doing business as VOEGELE TRUCK LINE, 1738 South First Street, Aberdeen, S. Dak. Applicant's attorney: Douglas W. Bantz, Suite 235 Midwest-Capitol Building, Aberdeen, S. Dak. 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), moving in a circuitous manner, from Aberdeen, S. Dak., over U.S. Highway 12 to junction South Dakota Highway 102, thence over South Dakota Highway 102 to Hosmer, S. Dak., and thence west over unnumbered highway to junction South Dakota Highway 47, thence north over South Dakota Highway 47 to Eureka, S. Dak. (or from Hosmer north and west over unnumbered highways to Hillsview S. Dak. and thence west over unnumbered highway to junction South Dakota Highway 47) and thence over South Dakota Highway 10 to junction South Dakota Highway 45 and Leola thence over South Dakota Highway 45 to junction U.S. Highway 12 and thence over U.S. Highway 12 to Aberdeen serving the intermediate points of Hosmer and Hillsview, S. Dak., and the off-route point of Longlake, S. Dak., and (2) between Aberdeen and Eureka, S. Dak.; from Aberdeen over U.S. Highway 281 to junction South Dakota Highway 10, thence over South Dakota Highway 10 to Eureka, and return over the same route, as an alternate route for operating convenience only in connection with (1) above.

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

No. MC 112617 (Sub-No. 182), filed July 16, 1964. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's attorney: Leonard A. Jaskiewicz, 600 Madison Building, 1155 15th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from points in Moore County, N.C., to points in Alabama, Kentucky, Illinois, Indiana, Mississippi, North Carolina, South Carolina, Ohio, Tennessee, Virginia, and West Virginia.

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

No. MC 112617 (Sub-No. 183) filed July 20, 1964. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's attorney: Leonard A. Jaskiewicz, 600 Madison Building, 1155 15th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Columbia, Tenn., and points within 15 miles thereof, to points in Kentucky and Indiana.

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

No. MC 112617 (Sub-No. 184) filed July 20, 1964. Applicant: LIQUID TRANSPORTERS, INC., Post Office Box 5135, Cherokee Station, Louisville 5, Ky.

Applicant's attorney: Leonard A. Jaskiewicz, 600 Madison Building, 1155 15th Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Jeffersonville, Ind., to points in Kentucky and Illinois.

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

No. MC 112750 (Sub-No. 203), filed July 17, 1964. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Payroll checks, advertising signs, business paper, records and audit and accounting media of all kinds* (excluding plant removals), (a) between Boston, Mass., on the one hand, and, on the other, New York, N.Y., (b) between Boston, Mass., and New York, N.Y., on the one hand, and, on the other, Branford, East Hartford, and New Britain, Conn., and Manchester and Nashua, N.H., and (c) between Brockton, Mass., on the one hand, and, on the other, East Hartford, Conn., East Providence and Johnston, R.I., and Bangor, Waterville, Lewiston, and Scarborough, Maine.

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

No. MC 112750 (Sub-No. 204) filed July 17, 1964. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Payroll checks, advertising signs, business papers, records and audit and accounting media of all kinds* (excluding plant removals), (a) between Philadelphia, Pa., on the one hand, and, on the other, New York, N.Y., and (b) between Philadelphia, Pa., and New York, N.Y., on the one hand, and, on the other, Hazlet and Parsippany Hills, N.J.

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

No. MC 112801 (Sub-No. 12), filed July 23, 1964. Applicant: TRANSPORT SERVICE CO., a corporation, 5100 West 41st Street, Chicago, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Starch, sugar, and products of corn*, in bulk, in tank or hopper-type vehicles, from Muscatine, Iowa, to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, South Dakota, Tennessee, and Wisconsin.

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

No. MC 113267 (Sub-No. 133), filed July 15, 1964. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., Post Office Box 543, Caseyville, Ill. Applicant's attorney: R. H. Burroughs, 115 East Main Street, Collinsville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses* as described in Sections A and C, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from the plantsite and/or cold storage facilities utilized by Wilson & Co., Inc., at or near Cherokee, Iowa, to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia.

NOTE: Applicant states the proposed operations will be restricted to Wilson & Co., Inc., traffic originating at the plantsite and/or cold storage facilities utilized by Wilson & Co., Inc., at or near Cherokee, Iowa. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 113584 (Sub-No. 17) (REPUBLICATION), filed June 25, 1964, published FEDERAL REGISTER issue July 15, 1964, and republished this issue. Applicant: SHIPPERS SERVICE, INC., Post Office Box 1273, Mason City, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa.

NOTE: The purpose of this republication is to set forth that the service as shown in previous publication is to be performed under a continuing contract with Dr. Salsbury's Laboratories, of Charles City, Iowa. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 113651 (Sub-No. 73), filed July 22, 1964. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in Sections A and C, Appendix I in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Cherokee, Iowa, to points in Connecticut, Delaware, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, District of Columbia, Virginia, and West Virginia. RESTRICTION: Service to be restricted to Wilson and Co., Inc. Traffic originating at the plantsite and/or cold storage facilities utilized by Wilson and Co., Inc. at or near Cherokee, Iowa.

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

No. MC 113855 (Sub-No. 96), filed July 20, 1964. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52, South, Rochester, Minn. Applicant's attorney: Franklin J. Van Osdel, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Beet pulp*, in bulk, from Sidney, Mont., and points within one (1) mile of Sidney, to points in Nebraska and South Dakota.

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

No. MC 114004 (Sub-No. 52), filed July 13, 1964. Applicant: CHANDLER TRAILER CONVOY, INC., 8828 New Benton Highway, Little Rock, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boat and boat accessories*, boats not exceeding 23 feet in length, from Waycross, Ga., to points in Vermilion County, Ill., and points in Grayson, Cook, Denton, Collin, Tarrant, and Dallas counties in Texas, to points in the United States including Alaska, but (excluding Hawaii), and *empty containers or other such incidental facilities used in transporting the above commodities*.

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

No. MC 114019 (Sub-No. 122), filed July 17, 1964. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 700 South Pulaski Road, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides) from the plantsite and/or cold storage facilities utilized by Wilson & Co., Inc., located at or near Cherokee, Iowa, to points in Indiana, Michigan, Ohio, West Virginia, Virginia, Maryland, Delaware, Pennsylvania, New York, New Jersey, Maine, New Hampshire, Connecticut, Massachusetts, Vermont, Rhode Island, and Washington, D.C.

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

No. MC 114091 (Sub-No. 62) (AMENDMENT), filed June 8, 1964, published in FEDERAL REGISTER issue of June 24, 1964, amended July 27, 1964, and republished as amended this issue. Applicant: FLEET TRANSPORT CO. OF KY., INC., Fern Valley Road, Post Office Box 13116, Louisville, Ky., 40213. Applicant's attorney: Rudy Yessin, Sixth Floor McClure Building, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mineral oils, vegetable oils, petroleum oils, and blends thereof*, in bulk, in tank vehicles, between Cleveland, Ohio, and Louisville, Ky.

NOTE: The purpose of this republication is to add in bulk, in tank vehicles, and to delete "used in the processing and manufacture of aluminum," as previously published. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 114284 (Sub-No. 20) filed July 20, 1964. Applicant: FOX-SMYTHE TRANSPORTATION CO., a corporation, Post Office Box 2307, Stockyards Station, Oklahoma City, Okla. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City 3, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular

routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses,* as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates,* 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from the plantsite and cold storage facilities utilized by Wilson & Co., Inc., located at or near Cherokee, Iowa, to points in Oklahoma.

NOTE: Applicant states it will "tack the authority sought with its operating rights presently held in Certificate of Public Convenience and Necessity No. MC 114284, to provide a through service from the named Iowa origin points through Oklahoma City, Okla., to points in the territory which it presently serves from Oklahoma City, Oklahoma." If a hearing is deemed necessary, applicant requests it be held at Cherokee, Iowa, or at any points in the United States most suitable for the convenience of other applicants, supporting shipper and other interested parties.

No. MC 115162 (Sub-No. 92) filed July 17, 1964. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Post Office Box 346, Evergreen, Ala. Applicant's representative: Robert E. Tate, 2031 Ninth Avenue South, Birmingham, Ala. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Tractors,* regardless of how they are equipped, except tractors used in pulling commercial highway trailers, and those which because of size or weight require the use of special equipment, and (2) *parts, implements, attachments, accessories, and supplies* for commodities described above in (1), between points in Virginia, North Carolina, South Carolina, Florida, Georgia, Tennessee, Alabama, Mississippi, Louisiana, Arkansas, and Kentucky, (except Louisville, Ky.).

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

No. MC 115491 (Sub-No. 47) filed July 20, 1964. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Auburndale, Fla. Applicant's attorney: M. Craig Massey, 223 South Florida Avenue, Lakeland, Fla. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Clay products,* from Houston, Miss., to points in Florida.

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

No. MC 115669 (Sub-No. 47) filed July 23, 1964. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Post Office Box 95, Clay Center, Nebr. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Soybean meal,* from Des Moines, Iowa, to points in Iowa, Kansas, and Nebraska.

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

No. MC 115693 (Sub-No. 2), filed July 15, 1964. Applicant: BURCHAM TRUCKING SERVICE, INC., South Delsea Drive, R.F.D. No. 2, Millville, N.J. Applicant's attorney: Donald E. Cross, Munsey Building, Washington, D.C. 20004. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Sand, gravel and clay,* in bags, from points in Cumberland, Salem, Gloucester, Atlantic, Camden, Burlington, and Cape May Counties, N.J., to points in Rhode Island, Massachusetts, Pennsylvania, Virginia, and North Carolina; (2) *fertilizer and fertilizer ingredients,* from Wilmington, Del., to Bridgeton, N.J.; (3) *sand, gravel, and clay,* in bulk and in bags, from points in Cumberland, Salem, Gloucester, Atlantic, Camden, Burlington, and Cape May Counties, N.J., to points in New Hampshire, Ohio, and West Virginia; and (4) *empty containers or other incidental facilities* (not specified) used in transporting the commodities described above in (1), (2) and (3), on return.

NOTE: This application was accompanied by a motion of dismiss sections (1) and (2) set forth above. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 115841 (Sub-No. 190), filed July 16, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods,* from Fort Smith and Little Rock, Ark., to points in Tennessee (except Memphis and points in its commercial zone).

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

No. MC 116254 (Sub-No. 39), filed July 22, 1964. Applicant: CHEM-HAULERS, INC., Post Office Box 245, Sheffield, Ala. Applicant's attorney: Walter Harwood, Nashville Bank & Trust Building, Nashville 3, Tenn. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Commodities,* in bulk (1) from Eufaula, Ala., and points within 20 miles thereof to points in Alabama, Georgia, and Florida and (2) from Columbia, Ala., and points within 20 miles thereof, to points in Alabama, Georgia, and Florida.

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

No. MC 116273 (Sub-No. 29), filed July 20, 1964. Applicant: D & L TRANSPORT, INC., 3800 South Laramie Avenue, Cicero, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Collapsible containers, when moving at the same time and on the same vehicle when transporting lubricating oils,* in bulk, in tank vehicles, from Chicago, Ill., to points in Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, Wisconsin, Wyoming and that part of South Dakota on and west of U.S. Highway 83, and *collapsible containers* on return.

NOTE: Applicant is presently authorized under MC 116273 Subs 6 and 7, to transport lubricating oils, in bulk, in tank vehicles, from Chicago, Ill., to all of the destination territory set forth above. The purpose of this application is to transport collapsible containers on the same vehicle at the same time it is transporting lubricating oils, in bulk, in tank vehicles. No additional territory is being sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 116763 (Sub-No. 41) (AMENDMENT), filed June 26, 1964, published FEDERAL REGISTER issue July 15, 1964, amended July 14, 1964, and republished as amended this issue. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Canned goods,* from Delphos, Ohio, to points in Alabama, Florida, Georgia, Louisville, Ky., points in Mississippi, North Carolina, South Carolina, and Tennessee, and (2) *canned goods and preserved foodstaffs,* from Delphos, and Vermillion, Ohio, to points in Tennessee, North Carolina, and South Carolina.

NOTE: Applicant states it "requests no duplicating authority." The purpose of this republication is to include preserved foodstuffs and the additional territory to be served as proposed above, to that shown in previous publication. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 117344 (Sub-No. 131), filed July 19, 1964. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, tranpsorting: *Chemicals,* in bulk, in tank vehicles, from Cincinnati, Ohio, to Wyandotte, Mich.

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

No. MC 117344 (Sub-No. 132), filed July 20, 1964. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati, 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 irregular routes, transporting: *Chemicals,* in bulk, in tank vehicles, from Cincinnati, Ohio, to Memphis, Tenn.

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

No. MC 117344 (Sub-No. 133), filed July 17, 1964. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Salt,* from Louisville, Ky., to points in Illinois and Indiana.

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

No. MC 117344 (Sub-No. 134), filed July 20, 1964: Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cin-

cinnati 15, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from Cincinnati, Ohio, to Buffalo, N.Y.

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

No. MC 117508 (Sub-No. 8), filed July 17, 1964. Applicant: PETTAPIECE CARTAGE LIMITED, 39 Oak Street, Leamington, Ontario, Canada. Applicant's attorney: William B. Elmer, 22644 Gratiot Avenue, Kaiser Building, East Detroit, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs and packinghouse products*, and *refused, damaged, and rejected* shipments, between points in the Detroit, Mich., commercial zone, on the one hand, and, on the other, ports of entry located on the international boundary line between the United States and Canada at Detroit and Port Huron, Mich., restricted to shipments in foreign commerce and further limited to shipments destined to or originating at the plantsites of the H. J. Heinz Co. Ltd., in the Province of Ontario, Canada.

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

No. MC 117574 (Sub-No. 101) filed July 23, 1964. Applicant: DAILY EXPRESS, Post Office Box 39, Mail Route No. 3, Carlisle, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Water coolers, water heaters, generators, heating equipment, and accessories and supplies*, used in the installation or shipping of the aforementioned items, between Scranton, Pa., and points in Luzerne and Monroe Counties, Pa., on the one hand, and, on the other, points in the United States, (except Hawaii).

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

No. MC 117815 (Sub-No. 25) filed July 23, 1964. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, Iowa 50317. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts*, and *articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from Cherokee, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Wisconsin, and the upper peninsula of Michigan.

NOTE: Applicant proposes to further restrict service to traffic of Wilson & Co., Inc., originating at the plant site of that shipper and/or cold storage facilities utilized by it at or near Cherokee, Iowa. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 118292 (Sub-No. 6), filed July 14, 1964. Applicant: BALLENTINE PRODUCE, INC., New Highways 64 and 71, Post Office Box 312, Alma, Ark. Applicant's attorney: Lester M. Bridgeman, 1030 Woodward Building, Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Fort Smith and Little Rock, Ark., to points in Virginia, Maryland, Delaware, Ohio, Pennsylvania, New Jersey, New York, and Washington, D.C.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC-118434, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 118292 (Sub-No. 7), filed July 20, 1964. Applicant: BALLENTINE PRODUCE, INC., Alma, Ark. Applicant's attorney: Lester M. Bridgeman, Woodward Building, Washington, 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Little Rock, Ark., to points in Alabama, Florida, Georgia, Louisiana, Michigan, North Carolina, South Carolina, Tennessee, and Texas.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC 118434, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 118865 (Sub-No. 7) (CORRECTION), filed July 13, 1964, published FEDERAL REGISTER issue July 29, 1964, and republished as corrected this issue. Applicant: CEMENT EXPRESS, INC., Hokes Mill Road and Lemon Street, York, Pa. Applicant's attorney: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia, Pa.

NOTE: The purpose of this correction is to show applicant's correct docket number as above in lieu of No. MC 113865 (Sub-No. 7), which was in error.

No. MC 119268 (Sub-No. 39), filed July 20, 1964. Applicant: OSBORN, INC., 228 North Fourth Street, Gadsden, Ala. Applicant's representative: M. H. Stephens (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* from La Porte, Ind., to points in Alabama, Georgia, Louisiana, and Mississippi.

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

No. MC 119268 (Sub-No. 40), filed July 20, 1964. Applicant: OSBORN, INC., 228 North 4th Street, Gadsden, Ala. Applicant's representative: M. H. Stephens (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C, Appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), from the plantsite of Wilson & Co., and/or cold storage facilities utilized at/or near Cherokee, Iowa, to points in Alabama, Georgia, Louisiana, Mississippi, Kentucky, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia.

NOTE: Applicant states that the proposed service will be restricted against tacking or interlining at the involved origin. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119641 (Sub-No. 48), filed July 15, 1964. 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: *Experimental and show-display tractors and farm and industrial machinery and equipment*, which at the time of movement are being transported for purposes of display or experiment, and not for sale, *incidental paraphernalia* moving in the same vehicles and at the same time, and *rejected shipments* between points in the United States (except Hawaii and Alaska).

No. MC 119752 (Sub-No. 2), filed July 23, 1964. Applicant: G. & G. LUMBER HAULAGE CO., INC., 215 Henderson Street, Jersey City, N.J. 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: *Roofing materials and supplies* (except in bulk), and *asbestos sidings* from the plant and warehouse sites of United States Gypsum Co., located at Jersey City, N.J. to points in Delaware, Maryland, and the District of Columbia, and *rejected, damaged* and *returned shipments* on return.

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

No. MC 119767 (Sub-No. 26), filed July 26, 1964. Applicant: BEAVER TRANSPORT CO., a corporation, Post Office Box 339, 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: *Bakery supplies* (restricted against movement in bulk, in tank vehicles), from St. Louis, Mo., to points in Colorado, Iowa, Kansas, Minnesota, Nebraska, North Dakota, and South Dakota.

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

No. MC 119777 (Sub-No. 27), filed July 15, 1964. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Drawer 31, Madisonville, Ky. Applicant's attorney: Robert M. Pearce, 221½ St. Clair Street, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel; and iron and steel articles*, as described in the *Descriptions Case*, 61 M.C.C. 209, between points in Boyd County, Ky. (except Ashland, Ky.), on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Louisiana, Mississippi, Missouri, North Caro-

lina, South Carolina, Tennessee, and Wisconsin.

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

No. MC 119792 (Sub-No. 16), filed July 23, 1964. Applicant: CHICAGO SOUTHERN TRANSPORTATION COMPANY, a corporation, 4000 Packers Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Citrus products*, from Waycross, Ga. to points in Alabama, Mississippi, Louisiana, Arkansas, Tennessee, Kentucky, Ohio, Indiana, Illinois, Iowa, Missouri, Kansas, Minnesota, Michigan, and Wisconsin.

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

No. MC 120073 (Sub-No. 2), filed June 15, 1964. Applicant: GREAT PLAINS TRANSPORTATION COMPANY, a corporation, Holdrege, Nebr. Applicant's attorney: Donald E. Leonard, Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those requiring special equipment), (1) between Omaha and McCook, Nebr., over U.S. Highway 6, serving Lincoln and Hastings, Nebr., and points west of Hastings, as intermediate points. RESTRICTION: No service authorized between Hastings and Heartwell, Nebr., (2) between Holdrege and Arapahoe, Nebr., from Holdrege over Nebraska Highway 23 to junction U.S. Highway 283, thence over U.S. Highway 283 to Arapahoe, as an alternate route for operating convenience only in connection with (1) above, serving no intermediate points, (3) between Holdrege and Eustis, Nebr., from Holdrege over Nebraska Highway 23 to junction Nebraska Highway 23N, thence over Nebraska Highway 23N to Eustis, and return over the same route, serving all intermediate points, (4) from Elwood, Nebr., to and from Maywood, Nebr., over Nebraska Highway 23S to junction Nebraska Highway 23, thence over Nebraska Highway 23 to Maywood, return over Nebraska Highway 23 to junction Nebraska Highway 23N, thence over Nebraska Highway 23N to Elwood, serving all intermediate points and the off-route point of Orafino, Nebr., (5) between Hastings, Nebr., and Grand Island, Nebr., over U.S. Highway 281, serving all intermediate points, and over irregular routes: *General commodities* (except Classes A and B explosives, groceries and those requiring special equipment), (a) between points in Nebraska within a sixty (60) mile radius of Wilsonville and (b) between points within said radial area in (a) above, on the one hand, and, on the other, points in Nebraska.

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

No. MC 120307 (Sub-No. 3), filed July 23, 1964. Applicant: MORVEN FREIGHT LINES, INCORPORATED, Route 1, Morven, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank trucks, from Selma, Apex, and Fayetteville, N.C., to points in Anson, Richmond, Scotland, Montgomery, and Union Counties, N.C.

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

No. MC 123314 (Sub-No. 3), filed July 16, 1964. Applicant: JOHN F. WALTER, Post Office Box 175, Newville, Pa. Applicant's attorney: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glassware and caps*, from points in Fayette County and from the Borough of Scottdale, Westmoreland County, Pa., to points in Indiana, Ohio, and Michigan.

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

No. MC 124337 (Sub-No. 5), filed June 24, 1964. Applicant: ADVANCE BOAT MOVERS, 1544 Placentia Avenue, Newport Beach, Calif. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Boats*, requiring special handling and special lowboy equipment, between points in California on the one hand, and, on the other, points in Arizona, California, Connecticut, Florida, Illinois, Louisiana, Maryland, Massachusetts, Michigan, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, Texas, and Washington.

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

No. MC 125161 (Sub-No. 1), filed July 22, 1964. Applicant: UNITED FREIGHTWAYS, INC., 671 Chestnut Street, North Andover, Mass. Applicant's attorney: George C. O'Brien, The Eighth Floor, 33 Broad Street, Boston, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Limestone and limestone products*, in bulk, in specially designed, pneumatic self-unloading tank vehicles, from Adams, Mass., to Auburn, Maine, and (2) *poultry feed*, in bulk, in specially designed pneumatic, self-unloading tank vehicles, from Auburn, Maine, to Essex, Mass.

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

No. MC 125722 (Sub-No. 3), filed July 20, 1964. Applicant: GREAT WESTERN PACKERS EXPRESS, INC., Post Office Box 16886, Denver, Colo. Applicant's attorney: Charles W. Singer, 33 North La Salle St., Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products* and *meat byproducts, dairy products, articles distributed by meat packinghouses* and *such commodities as are used by meat packers in the conduct of their business when destined to and for use by meatpackers* as described in Sections A, B, C, and D to Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 from Denver, Colorado Springs and Pueblo, Colo., to Phoenix, Tucson and Prescott, Ariz.

NOTE: Applicant states the purpose of the instant application is to convert to irregular route authority, the regular route authority being acquired by applicant in No. MC-FC-65666 on "Packing-house products and dairy products." No new service is involved. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 125777 (Sub-No. 16), filed July 20, 1964. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand, salt, fertilizer, limestone*, and *limestone products*, in bulk, in permanently affixed bulk carrying units unloaded by conveyers, and in bags when moving in mixed loads and in the same vehicle transporting sand, salt, fertilizer, limestone and limestone products, in bulk, in permanently affixed bulk carrying units unloaded by conveyers, between points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin.

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

No. MC 125777 (Sub-No. 17) filed July 20, 1964. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pig iron*, in dump vehicles, from Chicago, Ill., to points in Iowa.

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

No. MC 125857 (Sub-No. 1) filed July 20, 1964. Applicant: HARVEY M. MINTEN, doing business as MINTEN TRUCKING SERVICE, Route No. 2, Black Creek, Wis. Applicant's representative: Hugh F. Nelson, 111 South Memorial Drive, Post Office Box 495, Appleton, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, and *rejected shipments*, between St. Louis, Mo., and Green Bay and Wautoma, Wis.

NOTE: Applicant states that the proposed authority to transport the above described commodities between St. Louis, Mo., and Greenbay, Wis., will be for the Rettler Distributing Co., and between St. Louis, Mo. and Wautoma, Wis., for the Waushara Beverage Co., Inc. If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis.

No. MC 126026 (Sub-No. 1) filed July 20, 1964. Applicant: SYLVESTER BROWN, ALBERT GRZESIAK, ARTHUR RINDFLEISCH, ROBERT VOELTNER, OTTO RINDFLEISCH, WILBERT FACKLUM, FRANK RINDFLEISCH, ERVIN AHLES, JAMES

ROSETH AND MYRON KOSKEY, a partnership, doing business as ASSOCIATED TRUCKING CO., Route No. 2, Box 370, Mosinee, Wis. Applicant's attorney: John T. Porter, 708 First National Bank Building, Madison, Wis., 53703. 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 Duluth, Minn., to points in Ashland, Barron, Bayfield, Douglas, Iron, Marathon, Price, Sawyer, and Washburn Counties, Wis.

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

No. MC 126355 (AMENDMENT), filed June 23, 1964, published FEDERAL REGISTER issue July 8, 1964, amended July 11, 1964, and republished as amended this issue. Applicant: TOM T. LEMBERIS, doing business as REFRIGERATED SERVICE, 308 Harrison Street, La Porte, Ind.

NOTE: The purpose of this republication is to include "the return of *empty containers and rejected shipments*, of commodities, specified in previous publication, *used in or hauled* in the initial service". If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 126419 filed July 15, 1964. Applicant: JOHN D. LACEY, doing business as BIG L EQUIPMENT COMPANY, Box 25, Moorcroft, Wyo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heavy construction machinery*, between points in Wyoming, South Dakota, and Colorado.

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

No. MC 126420, filed July 15, 1964. Applicant: GATEWAY TRANSPORT, INC., Post Office Box 11, Ketchikan, Alaska. Applicant's attorney: George R. LaBissoniere, 333 Central Building, Seattle 4, Wash. 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 and livestock), between points in that part of Alaska south and east of the United States-Canada international boundary line, located at or near Haines, Alaska.

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

No. MC 126421 filed July 16, 1964, Applicant: GYPSUM TRANSPORT, INC., East U.S. Highway 80, Post Office Box 2031, Abilene, Tex. Applicant's attorneys: Reagan Sayers, Century Life Building, Fort Worth, Tex., 76102, and Jerry Prestridge, Capitol National Bank Building, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials, gypsum, and gypsum products*, and *materials* and *supplies* used in the manufacture and/or distribution thereof, from the plantsites of United States Gypsum Co. located within a 5-mile radius of Sweetwater, Tex., to points in Arkansas, Oklahome, Louisiana, and New Mexico.

NOTE: Common control may be involved. See also MC-F-8822, published FEDERAL REGISTER issue of July 29, 1964. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 126427, filed July 17, 1964. Applicant: PALMER TRANSPORTATION, INC., Chester, N.Y. Applicant's attorney: Edward M. Alfano, 2 West 45th Street, New York 36, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by a processor, manufacturer, or distributors of dairy products (except commodities, in bulk, in tank vehicles), from Goshen, N.Y., to points in New Jersey, Pennsylvania, and Connecticut, and *returned, refused or rejected shipments of such commodities*, on return.

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

No. MC 126429, filed July 20, 1964. Applicant: B. D. GILKEY, 1284 Powell Street, Middleport, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal, sand, gravel, lime, limestone, lumber, wood chips*, and *commodities*, in dump vehicles between points in Meigs and Gallia Counties, Ohio, on the one hand, and, on the other, points in Mason and Putnam Counties, W. Va.

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

No. MC 126431, filed July 26, 1964. Applicant: HAROLD H. HOLLAND, doing business as TRIPLE H. RANCH, Route 5, Box 453, Muskogee, Okla. Applicant's attorney: John D. Luton, 802 Barnes Building, Post Office Box 1224, Muskogee, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Livestock, other than ordinary, including saddles, bridles, blankets, halters, and riding equipment*, used in parades, and rodeos, and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified, between points in the United States (cept points in Alaska, and Hawaii).

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

No. MC 126433, filed July 20, 1964. Applicant: NELLIE M. REDSHAW, doing business as REDSHAW TRUCK SERVICE, North Liberty Street, Rushville, Ill. Applicant's attorney: Robert B. Oxtoby, 1st National Bank Building, Springfield, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Springfield, Ill., and Macomb, Ill.; from Springfield over Illinois Highway 125 to junction U.S. Highway 67, thence over U.S. Highway 67 to Macomb, and return over the same routes, serving all intermediate points.

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

No. MC 126436 filed July 20, 1964. Applicant: YEARY TRANSFER COMPANY, INC., Winchester, Ky. Applicant's attorney: Harry Ross, 820 Warner Building, Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, *transportation of tobacco and tobacco products (manufactured and unmanufactured), and articles incidental to the transportation of tobacco and tobacco products (manufactured and unmanufactured)*, (1) between Danville, Va., and Greensboro, N.C., on the one hand, and, on the other, Lexington, and Louisville, Ky., and Cincinnati, Ohio, (2) between Louisville, and Lexington, Ky., on the one hand, and, on the other, Lancaster, Pittsburgh, Harrisburg, and Scranton, Pa., Camden, Spottswood, and Jersey City, N.J., East Hartford, and Windsor, Conn., Albany, and Ancram, N.Y., Minneapolis, Minn., and points in Wisconsin.

NOTE: Applicant states the proposed service will be "restricted to that performed under a continuing contract with P. Lorillard Company." Applicant has common carrier authority under MC 109450 and Subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary applicant requests it be held at Lexington, Ky., or at Louisville, Ky., if an earlier hearing is obtainable.

proposed service will be "restricted to that performed under a continuing contract with P. Lorillard Company." Applicant has common carrier authority under MC 109450 and Subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary applicant requests it be held at Lesington, Ky., or at Louisville, Ky., if an earlier hearing is obtainable.

No. MC126437 filed July 21, 1964. Applicant: B & C TRANSPORTATION, INC., 1214 Linwood Street SW., Canton, Ohio. Applicant's attorney: Richard H. Brandon, Hartman Building, Columbus, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic articles*, from Canton, Ohio, to points in Indiana, Illinois, Kentucky, Michigan, New York Pennsylvania and West Virginia and (2) *materials equipment and supplies used in the manufacture and shipping of plastic articles* from points in Indiana, Illinois, Kentucky, Michigan; New York, Pennsylvania, and West Virginia, to Canton, Ohio.

NOTE: Applicant indicates that the proposed service will be rendered under contract with the Campro Co., Canton, Ohio. Applicant is authorized to conduct operations as a common carrier in No. MC 112561, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

MOTOR CARRIERS OF PASSENGERS

No. MC 61335 (Sub-No. 7), filed July 23, 1964. Applicant: TRANS-BRIDGE LINES, INC., Post Office Box 146, Phil-

lipsburg, N.J. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail, and newspapers*, in same vehicle with passengers, (a) between Allentown, Pa., and Trenton, N.J., beginning at Allentown Union Bus Terminal on Sixth Street in Allentown, thence over city streets through Allentown and Bethlehem to Bethlehem-Bethlehem Township line thence over Alternate U.S. Highway 22 to Wilson Borough, thence over city streets through Wilson Borough and Easton to Delaware River Joint Toll Bridge, thence over toll bridge and U.S. Highway 22 and city streets through Phillipsburg to County (New Jersey) Highway 519, thence over County (New Jersey) Highway 519 to junction U.S. Highway 46 in White Township, thence over U.S. Highway 46 to junction New Jersey Highway 69 in White Township, thence over New Jersey Highway 69 to Flemington, thence over city streets through Flemington to New Jersey Highway 69, thence over New Jersey Highway 69 to Ewing Township-Trenton line, and thence over city streets to Capitol Transit Bus Terminal on Perry Street in Trenton, and return over the same route, serving all intermediate points, (b) between Bethlehem, Pa., and Wilson Borough, Pa., beginning at junction Easton Avenue and Union Boulevard in Bethlehem, thence over Easton Avenue to junction Pennsylvania Avenue, thence over Pennsylvania Avenue to junction Catasauqua Road, thence over Catasauqua Road to junction Schoenerville Road, thence over Schoenerville Road to U.S. Highway 22, thence over U.S. Highway 22 to junction Northampton Street in Wilson Borough, and thence over Northampton Street to junction 19th Street, and return over the same route, serving all intermediate points, and (c) between Lopatcong Township, N.J., and Clinton, N.J., beginning on U.S. Highway 22 at Lopatcong Township-Phillipsburg line, thence over U.S. Highway 22 and Interstate Highway 78 to Clinton, and thence over city streets to junction New Jersey Highway 69, and return over the same route, in express service with closed doors, serving no intermediate points.

NOTE: Applicant states "route (b) would be used in combination with route (a) for the purpose of providing service between Allentown, Pa., on the one hand, and, on the other, Trenton, N.J., and intermediate points in New Jersey, Route (c) is an alternate route for a portion of route (a)." Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Allentown, Pa.

No. MC 61599 (Sub-No. 133), filed April 9, 1963. Applicant: QUEEN CITY COACH COMPANY, a corporation, 417 West 5th Street, Charlotte, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express, mail* and *newspapers*, in the same vehicle with passengers, between Sumter, S.C., and Columbia, S.C.; from Sumter over U.S. Highways 76 and 378 to Columbia, and return over the same route, serving all intermediate points.

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

No. MC 84728 (Sub-No. 45) filed July 7, 1964. Applicant: SAFEWAY TRAILS, INC., 1200 I Street NW., Washington, D.C. Applicant's attorney: Julian P. Freret, Continental Building, 1012 14th Street NW., Washington, 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, between the Intersection of Black Horse Pike, (located in New Jersey), and Interstate Highway 295, on the one hand, and, on the other, Delaware River Memorial Bridge, near Deepwater, N.J., (a) from the Intersection of Black Horse Pike and Interstate Highway 295, over Interstate Highway 295, to Intersection with approaches to, and including Delaware River Memorial Bridge, and (b) from the Intersection of Black Horse Pike and Interstate Highway 295, over Interstate Highway 295 to Interstate to Intersection with New Jersey Highway 130, and thence over New Jersey Highway 130 to Intersection with access roads to, and including the Delaware River Memorial Bridge.

NOTE: Common control may be involved. Applicant states "it proposes to serve all intermediate points, and tack the proposed service to existing routes, excepting that the proposed operation will be restricted against the transportation of passengers from any intermediate point along the proposed routes to Philadelphia, Pa., Wilmington, Del., and points in that part of New Castle County, Del., east of U.S. Highway 13 and along U.S. Highway 40, and north thereof to Wilmington, between intersection of U.S. Highway 13, and U.S. Highway 40, and the Delaware Memorial Bridge. A preliminary purpose of the proposed service is to provide transportation for passengers living along New Jersey Highway 130, and Interstate Highway 295, to New York, on the north and Washington on the south. Such passengers can use the proposed service without necessity of going into Camden or Philadelphia and backtracking." If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107583 (Sub-No. 28), filed July 21, 1964. Applicant: SALEM TRANSPORTATION CO., INC., doing business as ATLANTIC CITY TRIPS, 113 West 42d Street, Suite 1004, New York, N.Y., 10036. Applicant's attorney: George H. Rosen, 291 Broadway, New York, N.Y., 10007. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage and effects*, in special operations, in scheduled and nonscheduled door-to-door service, limited to the transportation of not more than eleven (11) passengers in any one vehicle, not including the driver and not including children under 10 years of age who do not occupy a seat or seats, between Fort Dix, McGuire Air Force Base, Wrightstown, N.J., and points in the Townships of New Hanover, North Hanover, Chesterfield, Bordentown, Mansfield, Springfield, Pemberton, East Hampton, Lumberton, and Mount Laurel, in Burlington County, N.J., on the one hand, and, on the other, Philadelphia, Pa., and points in the Philadelphia, Pa., commercial zone as defined by the Commission, New York, N.Y., and Greenwich, Conn.

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

No. MC 109598 (Sub-No. 31), filed January 2, 1963. Applicant: CAROLINA SCENIC STAGES, a corporation, 217 North Converse Street, Spartanburg, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *newspapers, express*, and *mail*, in the same vehicle with passengers, (1) between the junction of North Carolina Highways 160 and 49 and Chester, S.C.: From junction North Carolina Highways 160 and 49 over North Carolina and South Carolina Highways 49 to junction U.S. Highway 321, thence over U.S. Highway 321 to Chester, and return over the same route, serving all intermediate points, (2) between the junction of U.S. Highway 1 and U.S. Highway 321 (west of Columbia, S.C.) and Augusta, Ga.: From junction of U.S. Highways 1 and 321 over U.S. Highway 321 and South Carolina Highway 602 to South Carolina Highway S-32-34, thence over South Carolina Highway S-32-34 to South Carolina Highway S-32-278, thence over South Carolina Highway S-32-278 to South Carolina Highway S-32-75, thence over South Carolina Highway S-32-75 to South Carolina Highway S-2-21, thence over South Carolina Highway S-2-21 to South Carolina Highway S-2-29, thence over South Carolina Highway S-2-29 to Aiken, S.C., thence over U.S. Highway 78 to Augusta, and return over the same route, serving all intermediate points.

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

No. MC 109598 (Sub-No. 33), filed April 24, 1963. Applicant: CAROLINA SCENIC STAGES, a corporation, Box 1011, 1310½ Asheville Highway, Spartanburg, S.C. Applicant's attorney: Wilmer A. Hill, Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers, newspapers, express, mail and baggage of passengers*, in the same vehicle with passengers, (1) between Buckhead and Sandy Springs, Ga., from Buckhead over unnumbered highway via Brookhaven, Camp Gordon, Chamblee, Dunwoody, Peachtree Road, Dunwoody Road and Mount Vernon Highway, to Sandy Springs, and return over the same route, serving all intermediate points, (2) between Atlanta and Dahlonega, Ga., from Atlanta over Georgia Highway 9 to Dahlonega, and return over the same route, serving all intermediate points, (3) between Jasper and Gainesville, Ga., from Jasper over Georgia Highway 5 to Tate, Ga., thence over Georgia Highway 53 via Dawsonville, Ga., to Gainesville, and return over the same route, serving all intermediate points.

(4) between Dahlonega and Gainesville, Ga., from Dahlonega over Georgia

Highway 52 to junction Georgia Highway 11, thence over Georgia Highway 11 to Gainesville, and return over the same route, serving all intermediate points except those between the junction of Georgia Highways 52 and 11 (known as Quillians Junction) and Gainesville, (5) between Dahlonega and Gainesville, Ga., from Dahlonega over Georgia Highway 60 to Gainesville, and return over the same route, serving all intermediate points, (6) between junction Georgia Highways 115 and 52, and Westminster, S.C., from junction Georgia Highways 115 and 52 over Georgia Highway 115 to junction unnumbered highway located about 3.6 miles east of Clarkesville, Ga., thence over unnumbered highway to junction Georgia Highway 17 located about 6.4 miles west of Toccoa, Ga., thence over Georgia Highway 17 to Toccoa, thence over U.S. Highway 123 to Westminster, and return over the same route, serving all intermediate points, (7) between Greenville and Westminster, S.C., from Greenville over South Carolina Highway 183 to Westminster, and return over the same route, serving all intermediate points, (8) between Gainesville and Cleveland, Ga., from Gainesville over U.S. Highway 129 to Cleveland, and return over the same route, serving all intermediate points, (9) between junction U.S. Highway 129 and Georgia Highway 254, and junction Georgia Highways 254 and 115, from junction U.S. Highway 129 and Georgia Highway 254, over Georgia Highway 254 to junction Georgia Highway 115, and return over the same route, serving all intermediate points, (10) between junction Georgia Highways 53 and 306 and junction Georgia Highways 306 and 9, from junction Georgia Highways 53 and 306 over Georgia Highway 306 to junction Georgia Highway 9, and return over the same route serving all intermediate points, (11) between Jasper, Ga., and Chattanooga, Tenn., from Jasper over Georgia Highway 53 to Calhoun, Ga., thence over Georgia Highway 143 to junction Georgia Highway 151, thence over Georgia Highway 151 to junction Georgia Highway 95, thence over Georgia Highway 95 to junction U.S. Highway 27, and thence over U.S. Highway 27 to Chattanooga, and return over the same route, serving all intermediate points, (12) between Calhoun, Ga., and junction unnumbered highway and Georgia Highway 143, from Calhoun over Georgia Highway 3 to junction unnumbered highway, just north of the Oostanula River, thence over unnumbered highway to junction Georgia Highway 143, and return over the same route, serving all intermediate points, and (13) between Athens and Gainesville, Ga., from Athens over U.S. Highway 129 to Gainesville, and return over the same route, serving all intermediate points.

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

No. MC 115116 (Sub-No. 12), filed July 9, 1964. Applicant: SUBURBAN TRANSIT CORP., 750 Somerset Street, New Brunswick, N.J. Applicant's attorney: Michael J. Marzano, 17 Academy Street, Newark, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and newspapers and express*, in the same vehicle with passengers, (1) between Woodbridge Township, N.J., and New York, N.Y., from the junction of New Jersey Highway 440, and U.S. Highway 9 in Woodbridge Township, over New Jersey Highway 440, and Outerbridge Crossing to New York, and return over the same route, serving all intermediate points. Restrictions: (a) No passengers will be transported whose entire transportation will be between Perth Amboy, N.J., and Staten Island, N.Y., and (b) no passengers will be transported between Staten Island, N.Y., on the one hand, and, on the other, Manhattan, New York, N.Y., (2) between Elizabeth, N.J., and New York, N.Y., from Elizabeth over New Jersey Highway 439, and Goethals Bridge, to New York, and return over the same route, serving all intermediate points (with the right to join and tack the aforesaid route with existing route of Suburban Transit Corp. at the New Jersey Turnpike in Elizabeth). RESTRICTIONS: (a) No passengers will be transported whose entire transportation will be between Elizabeth, and New York, and (b) No passengers will be transported between Staten Island, N.Y., on the one hand, and, on the other, Manhattan, New York, N.Y.

NOTE: Applicant states that in (1) above it is presently authorized to serve the junction of New Jersey Highway 440 and U.S. Highway 9 in Woodbridge Township, and intends to tack the proposed service with its existing routes, in (2) above, states it is presently authorized to operate through Elizabeth, over the New Jersey Turnpike with closed doors. Applicant intends to tack the service as proposed in (2) above, with its existing closed door route at the New Jersey Turnpike at Elizabeth, N.J. Since applicant does not have a service point in Elizabeth, N.J., on its existing New Jersey Turnpike Route, it has requested the specific right of joinder. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 123044 (Sub-No. 2), filed July 13, 1964. Applicant: C. P. JOINER, doing business as JOINERS TRANSIT, 123 East Alabama Street, Florence, Ala. 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 Minor Hill, Tenn., and Florence, Ala., from Minor Hill over Tennessee Highway 11, to the Tennessee-Alabama State line, thence over Alabama Highway 207 south to U.S. Highway 72, thence along U.S. Highway 72 to Florence, and return over the same route, serving all intermediate points.

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

No. MC 124023 (Sub-No. 2), filed July 13, 1964. Applicant: MIDWEST TRANSPORTATION, INC., 1003 Second Street, Ames, Iowa. Applicant's attorney: Don N. Kersten, 200 Snell Building, Fort Dodge, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle (college athletic teams) between Ames, Iowa, and Des Moines, Iowa Airport.

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

No. MC 124935 (Sub-No. 2), filed July 17, 1964. Applicant: ALMEIDA BUS LINES, INC., 391 Bolton Street, New Bedford, Mass. Applicant's attorney: Mary E. Kelley, 10 Tremont Street, Boston 8, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations, in round-trip sightseeing or pleasure tours and in all expense round-trip sightseeing or pleasure tours, seasonal during New York World's Fair 1964 and 1965, beginning and ending at Fall River, Hyannis, and New Bedford, Mass., and extending to the New York World's Fair, Flushing, N.Y.

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

No. MC 125570 (Sub-No. 1), filed July 20, 1964. Applicant: MAYNARD C. JOHNSON, doing business as WHITIE'S TRANSPORTATION SERVICE, General Delivery, Siren, Wis. Applicant's representative: John J. Keller, 201 West Wisconsin Avenue, Neenah, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicles, and *baggage* in separate vehicles, in charter operations between points in Polk, Burnett, Washburn, and Barron Counties, Wis., and points in Minnesota, Illinois, Iowa, and Michigan.

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

No. MC 125768 (Sub-No. 3), filed July 21, 1964. Applicant: LEON F. BUTLER, Rural Delivery No. 1, Westfield, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in special operations, (1) between Westfield, Pa., and the plantsite of Corning Glass Works, located at Corning, N.Y.; from Westfield over Pennsylvania Highway 49 to Lawrenceville, Pa., thence over U.S. Highway 15 to Painted Post, N.Y., and thence over New York Highway 17 to Corning, and return over the same route, serving all intermediate points in Pennsylvania. RESTRICTION: The service proposed herein will be restricted to the transportation of passengers and their baggage originating at or destined to the site of the Corning Glass Works plant at Corning, N.Y., and (2) between Westfield, Pa., and Painted Post, N.Y.; from Westfield over Pennsylvania Highway 49 to Lawrenceville, Pa., thence over U.S. Highway 15 to Painted Post, and return over the same route, serving all intermediate points in Pennsylvania.

RESTRICTION: The service proposed herein will be restricted to the transportation of passengers and their baggage originating at or destined to the site of the Ingersoll Rand Co. plant at Painted Post.

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

No. MC 126426 filed July 16, 1964. Applicant: THE SUBURBAN COMPANY, a corporation, 4620 St. Clair Avenue, Cleveland 14, Ohio. Applicant's representative: G. H. Dilla, 5275 Ridge Road, Cleveland 29, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, who will have a prior or subsequent movement by air, between Burkes Lake Front Airport and Hopkins Airport, both located in Cleveland, Ohio, on the one hand, and, on the other, points in Ashtabula, Cuyahoga, Erie, Geauga, Huron, Lake, Lorain, Medina, Portage, Stark, and Summit Counties, Ohio.

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

APPLICATIONS FOR WATER CARRIERS

WATER CARRIERS OF PROPERTY

No. W-1206 (CLARENCE H. VOGT, COMMON CARRIER APPLICATION), filed July 20, 1964. Applicant: CLARENCE H. VOGT, doing business as VOGT TUG & BARGE CO., 63 East Idaho Avenue, Ontario, Oreg. Application filed July 20, 1964, for certificate authorizing operation as a *common carrier*, by water, covering a new operation in interstate or foreign commerce under Part III of the Interstate Commerce Act, in year round operation, in the transportation of commodities generally, in and on barges propelled by tug boat or boats between Huntington, Oregon, and Brownlee Dam, serving all points on Backwaters of Brownlee Dam.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIERS OF PROPERTY

No. MC 29910 (Sub-No. 64), filed July 9, 1964. Applicant: ARKANSAS-BEST FREIGHT SYSTEM, INC., 301 South 11th Street, Fort Smith, Ark. Applicant's attorney: Thomas Harper, Post Office Box 297, Fort Smith, Ark. 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, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between junction U.S. Highways 67 and 60 at Poplar Bluff, Mo., and junction U.S. Highways 60 and 61 at Sikeston, Mo., over U.S. Highway 60; (2) between junction Missouri Highway 74 and U.S. Highway 61 approximately four (4) miles south of Cape Girardeau, Mo., and junction Illinois Highway 37 and U.S. Highway 40 at or near Effingham, Ill., from junction Missouri Highway 74 and U.S. Highway 61 over Missouri Highway 74 to Cape Girardeau, thence across the Mississippi River to Illinois Highway 146, thence over Illinois Highway 146 to junction Interstate Highway 57, thence over Interstate Highway 57 to junction Illinois Highway 37 at or near Marion, Ill., thence over Illinois Highway 37 to junction U.S. Highway 40; (3) as specified above in (2) to Marion, thence over Interstate Highway 57 to junction Interstate Highway 70 at or near Effingham; (4) between junction U.S. Highway 45 and Interstate Highway 70 and junction U.S. Highways 45 and 54 at or near Onarga, Ill., over U.S. Highway 45; and (5) between junction Interstate Highways 57 and 70 and junction Interstate Highway 57 and U.S. Highway 54 at or near Onarga, Ill., over Interstate Highway 57, and return over the same routes, serving no intermediate points, and serving the junctions of U.S. Highways 67 and 60, U.S. Highways 60 and 61, Missouri Highway 74 and U.S. Highway 61, Illinois Highway 37 and U.S. Highway 40, Interstate Highways 57 and 70, U.S. Highway 45 and Interstate Highway 70, U.S. Highways 45 and 54, and Interstate Highway 57 and U.S. Highway 54 (as specified above) for the purpose of joinder only, as alternate routes, for operating convenience only, in connection with applicant's authorized regular-route operations.

NOTE: Applicant states it is presently authorized to transport general commodities over a segment of alternate routes (2) and (3) above, in MC 29910 (Sub-No. 58), as follows: Between junction Missouri Highway 74 and U.S. Highway 61 and junction Illinois Highways 146 and 3 at Ware, Ill., as an alternate route, for operating convenience only, serving no intermediate points. Common control may be involved.

No. MC 102616 (Sub-No. 752) filed July 17, 1964. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum parafin wax*, in bulk, in tank vehicles, from Falling Rock, W. Va., to Martinsburg, W. Va.

No. MC 107403 (Sub-No. 566), Filed July 21, 1964. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petrolatum*, in bulk, in tank vehicles from Karns City, Pa., to Elkhart, Ind.

No. MC 109506 (Sub-No. 9), filed June 29, 1964. Applicant: DAN D. PACK, doing business as PACK TRUCK LINES, 334 East 13th, Idaho Falls, Idaho 83401. Applicant's attorney: John B. Kugler, Post Office Box 570, Pocatello, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, (1) from Idaho Falls, Idaho, to points in Beaverhead, Deer Lodge, Gallatin, Madison, Missoula, Park, Ravalli, Sweet Grass, and Silver Bow Counties, Mont., and to points in Fremont, Lincoln, Sweetwater, Sublette, and Teton Counties, Wyo., and those points in Wyoming located in the Yellowstone National Park, (2) from Twin Falls, Idaho, to points in Elko, Eureka, Lander, and White Pine Counties, Nev., and (3) from Pocatello, Idaho and Pocatello Airport to points in Fremont, Lincoln, Sweetwater, Subletee, and Teton Counties, Wyo., and those points in Wyoming located in the Yellowstone National Park, and to points in Elko, Eureka, Lander, and White Pine Counties, Nev.

No. MC 111170 (Sub-No. 82) filed July 20, 1964. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, Ark. Applicant's attorney: Thomas Harper, Kelley Building, Post Office Box 297, Fort Smith, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitric acid*, in tank vehicles, from El Dorado, Ark., to points in Wisconsin.

No. MC 111812 (Sub-No. 257) filed July 17, 1964. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* from Frankfort, Mich., to points in Colorado, Indiana, Iowa, Minnesota, North Dakota, South Dakota, Wisconsin, and Milan, Ill.

NOTE: Applicant states no duplicating authority sought herein.

No. MC 114194 (Sub-No. 75), filed July 20, 1964. 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: *Starch*, in bulk, from Granite City, Ill., to points in Washington, Montana, Wyoming, Idaho, and Oregon, and *rejected shipments* of commodity specified above, on return.

No. MC 118861 (Sub-No. 2), filed July 17, 1964. Applicant: H. L. DRAPER TRUCKING, INC., Main Street, Holland, N.Y. Applicant's attorney: Winthrop H. Phelps, Suite 610, Bank of Buffalo Building, Buffalo, N.Y., 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cinders, sand, gravel, stone slag*, and (2) *cinders, sand, gravel, stone and slag when coated with asphalt* in bulk in dump motor vehicles, from points in Cattaraugus County, N.Y., to points in Tioga, Clinton, Cameron, Elk, and Clearfield Counties, Pa.

No. MC 126157 (AMENDMENT), filed March 30, 1964, published FEDERAL REGISTER issue of April 22, 1964, amended July 21, 1964, and republished, as amended, this issue. Applicant: JOHN SCHOCK TRUCKING, 388 Portage Road, Niagara Falls, Ontario, Canada. Applicant's attorney: William J. Hirsch, 43 Niagara Street, Buffalo, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Sand, gravel, asphalt, rough lumber, rock, stone, fill, turf, earth, and rubble*, in bulk, in dump vehicles, between ports of entry on the international boundary line between the United States and Canada at or near Buffalo, Niagara Falls, and Lewiston, N.Y., and Lackawanna, Batavia, Youngstown, N.Y., and points on Grand Island, N.Y., restricted to loads not exceeding 32,000 pounds.

NOTE: The purpose of this republication is to show the proposed authority sought as a common carrier instead of a contract carrier, as previously published, to name the specified commodities, and to add the attorney's name.

No. MC 126418, filed July 8, 1964. Applicant: T & A TRUCKING CO., a corporation Post Office Box 2038, Greensboro, N.C. Applicant's attorney: A. W. Flynn, Jr., 201–204 Jefferson Building, Greensboro, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand, stone, and plant-mixed asphalt* in bulk in dump trucks and in dump trailers, between points in North Carolina on the one hand, and, on the other, points in Virginia.

No. MC 126432, filed July 20, 1964. Applicant: PAUL E. HAIGH, doing business as PAUL HAIGH TRUCKING, 261 Ash Street, Lewistown, Mont. Applicant's attorney: Henry Loble, Loble Building, Helena, Mont. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Beer* in bottles, cans, and kegs from St. Paul, Minn. to Glendive, Mont., and *empty containers or other such incidental facilities* used in transporting the above commodities on return.

MOTOR CARRIERS OF PASSENGERS

No. MC 117806 (Sub-No. 6), filed July 22, 1964. Applicant: ANTIETAM TRANSIT COMPANY, INC., 437 East Baltimore Street, Hagerstown, Md. Applicant's attorney: S. Harrison Kahn, Suite 733 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, mail,* and *newspapers* in the same vehicle with passengers between Hagerstown, Md., and Greencastle, Pa., from Hagerstown over U.S. Highway 11 to Greencastle and return over the same route serving all intermediate points.

By the Commission.

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

[F.R. Doc. 64–7817; Filed, Aug. 4, 1964; 8:48 a.m.]

[Notice 1024]

MOTOR CARRIER TRANSFER PROCEEDINGS

JULY 31, 1964.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC–FC 67007. By order of July 29, 1964, the Transfer Board approved the transfer to Warren C. Mason, doing business as Earl E. Warman, Middleton, Mass., of the operating rights in Certificate No. MC 21854, issued August 11, 1953, to Victor H. Wilkes, doing business as Earl E. Warman, Danvers, Mass., authorizing the transportation, over irregular routes, of: Household goods, as defined by the Commission, between points in Essex County, Mass., on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, Connecticut, Rhode Island, New York, Delaware, New Jersey, and Pennsylvania. C. Leo Moriarty, 52 Maple Street, Danvers, Massachusetts, attorney for applicants.

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

[F.R. Doc. 64–7818; Filed, Aug. 4, 1964; 8:49 a.m.]

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