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A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1964, and specifies how they are affected.

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Latest Edition**GUIDE TO
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REQUIREMENTS**

[Revised as of January 1, 1964]

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Presidential Documents

Title 3—THE PRESIDENT

Executive Order 11187

PERMITTING CERTAIN EMPLOYEES OF THE POSTAL FIELD SERVICE TO BE GIVEN CAREER APPOINTMENTS

By virtue of the authority vested in me by section 2 of the Civil Service Act (22 Stat. 403) and section 1753 of the Revised Statutes of the United States (5 U.S.C. 631) and as President of the United States, it is hereby ordered as follows:

SECTION 1 (a). Except as provided by section 3 hereof, any employee of the Postal Field Service who on the date of this order is serving in a position in the competitive service under an indefinite appointment or a temporary appointment may have his appointment converted to a career appointment: *Provided*, that such employee—

(1) shall be recommended for appointment to a career position by his appointing officer within one year after the date of this order;

(2) during each year of the three-year period ending on the date that conversion of his appointment is recommended, shall have been paid for at least 700 hours of satisfactory work in a position or positions in the Postal Service;

(3) shall have passed a qualifying examination for a position in the competitive service in which he served during such three-year period, or shall meet such noncompetitive standards as the Civil Service Commission shall prescribe with respect to the position held at the time of the agency recommendation for conversion of his appointment.

(b). The conversion of the appointment of a substitute employee shall be effected only as a career substitute vacancies are available, under 39 U.S.C. 3302, in the Postal Field Service.

SEC. 2. Any person who left a competitive position to enter the armed forces of the United States who would meet the requirements of section 1 except for absence in the armed forces on the date of this order and who is re-employed in a competitive position in the Postal Field Service within 120 days after discharge from the armed forces under honorable conditions may have his appointment converted if he is recommended by his appointing officer within ninety days after his re-employment and qualifies in such examination as the Civil Service Commission may prescribe.

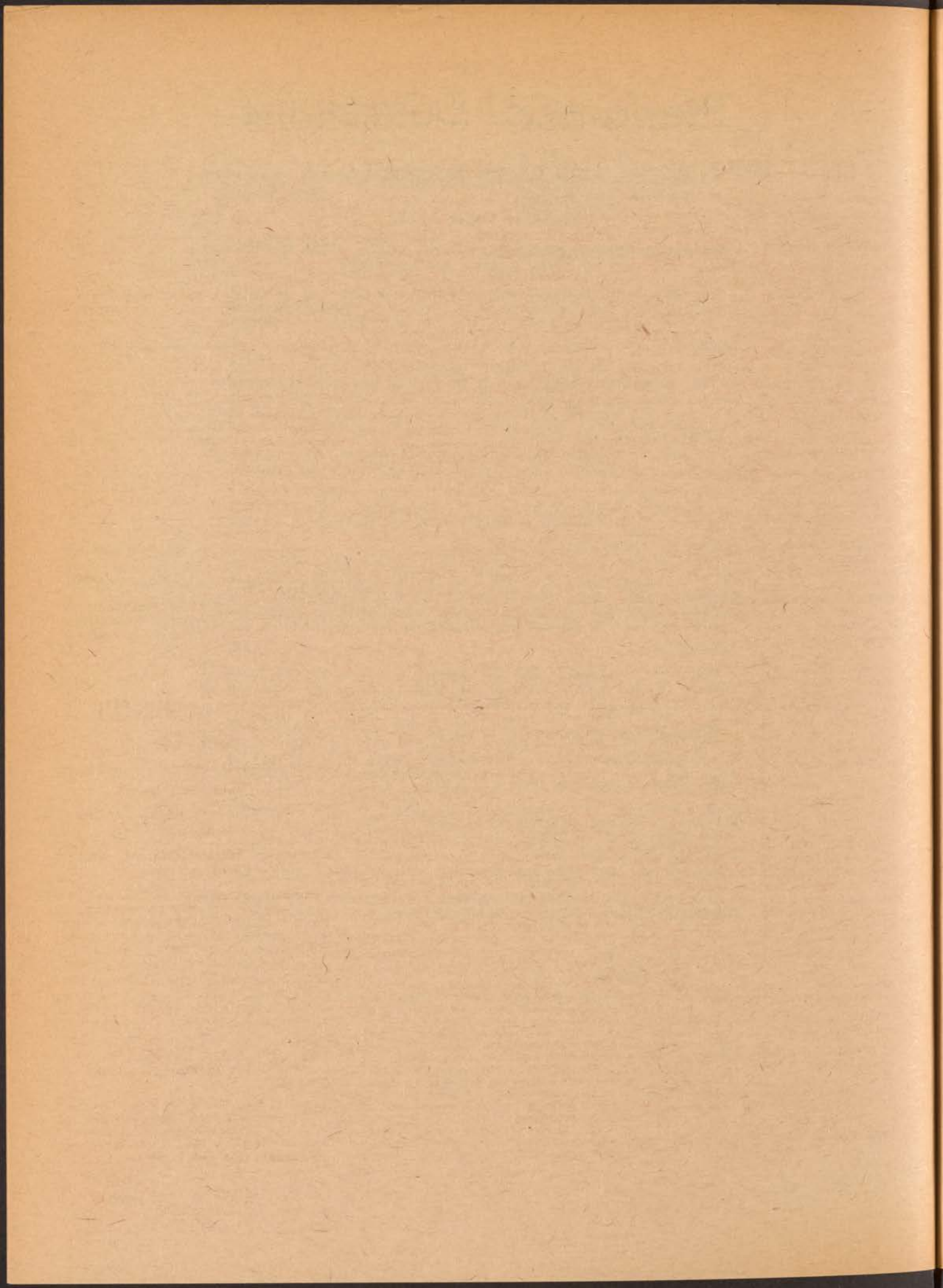
SEC. 3. This order shall not apply to postmasters or rural carriers.

SEC. 4. The Civil Service Commission may prescribe such regulations as may be necessary for carrying out the provisions of this order.

LYNDON B. JOHNSON

THE WHITE HOUSE,
October 24, 1964.

[F.R. Doc. 64-11019; Filed, Oct. 26, 1964; 1:28 p.m.]



Rules and Regulations

Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

[Amdt. 12]

PART 724—BURLEY, FLUE-CURED, FIRE-CURED, DARK AIR-CURED, VIRGINIA SUN-CURED, CIGAR-BINDER (TYPES 51 AND 52), CIGAR-FILLER AND BINDER (TYPES 42, 43, 44, 53, 54, AND 55), AND MARYLAND TOBACCO

Determination of Acreage Allotment for New Farms

1. This amendment is issued pursuant to the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et seq.) to revise the eligibility requirements for new farm tobacco allotments. Public notice of intention to issue this amendment was given (29 F.R. 10399) in accordance with the provisions of the Administrative Procedure Act (5 U.S.C. 1001-1011) and interested persons were afforded fifteen days to submit written data, views, or arguments. None were submitted.

2. Section 724.62(b), as amended, of the Tobacco Allotment and Marketing Quota Regulations for the 1963-64 and Subsequent Marketing Years, as amended (27 F.R. 8937, 9211, 10743; 28 F.R. 7757, 8018, 9144, 11049; 29 F.R. 1315, 6520, 7588, 7763, 9927, 12420, 14099), is hereby amended by adding a new subparagraph (9) thereto to read as follows:

§ 724.62 Determination of acreage allotments for new farms.

(b) * * *

(9) The farm shall not include land returned to agricultural production after being acquired by an agency having the right of eminent domain if the entire tobacco allotment for the land was pooled pursuant to Part 719 of this chapter until after a date five years from the date the former owner was displaced from the land acquired by eminent domain.

(Secs. 313, 375; 52 Stat. 47, as amended, 66, as amended, 7 U.S.C. 1313, 1375)

Effective date: 30 days from date of publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on October 23, 1964.

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

[F.R. Doc. 64-10973; Filed, Oct. 27, 1964; 8:49 a.m.]

Title 10—ATOMIC ENERGY

Chapter I—Atomic Energy Commission

PART 20—STANDARDS FOR PROTECTION AGAINST RADIATION

Radioactivity in Effluents to Unrestricted Areas

Correction

In F.R. Doc. 64-10683, appearing at page 14434 of the issue for Wednesday, October 21, 1964, the following correction is made: In the eighth line of the amendatory language of item 2, "I¹³¹S" should read "I¹³¹S".

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 6276; Amdt. 827]

PART 507—AIRWORTHINESS DIRECTIVES

Aero Commander Models 560F, 680, 680E, 680F and 680FL Aircraft

Several cracks have occurred on the lower front spar caps on Aero Commander Models 560F, 680, 680E, 680F and 680FL airplanes operated in survey work employing magnetometer installations. The cracks are attributed to high cyclic stresses occurring during low level, high speed operation. To correct this condition, an airworthiness directive is being issued to require inspection and modification of the lower front spar caps.

As a situation exists which demands immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

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

AERO COMMANDER. Applies to Models 560F, 680, 680E, 680F, and 680FL aircraft which are or have been equipped with a magnetometer installation.

Compliance required as indicated unless already accomplished.

Several cracks have occurred on the lower front spar caps on airplanes operated in survey work employing magnetometer installations. These cracks are attributed to high cyclic stresses occurring during low level, high speed operation.

(a) On aircraft which are or have been equipped with a magnetometer installation, compliance with paragraph (c) is required

within 25 hours' time in service after the effective date of this AD.

(b) On aircraft undergoing initial magnetometer installation, compliance with paragraph (c) is required at the time of installation.

(c) Conduct an X-ray inspection of the front spar lower cap at Wing Station 24.00 left and right in accordance with Aero Commander Service Bulletin No. 87 dated August 21, 1964—

(1) If cracks are found, repair the spar cap before further flight in accordance with the instructions in section g of Aero Commander Service Bulletin No. 87.

(2) If no cracks are found, reinforce the spar cap in accordance with section h of Service Bulletin No. 87 or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Southwest Region, within 25 hours' time in service after accomplishing the inspection in (c).

(Aero Commander Service Bulletin No. 87 dated August 21, 1964, covers this same subject.)

This amendment shall become effective November 2, 1964. On November 20, 1964, this directive becomes an amendment to § 39.13 of Part 39 [New] of the Federal Aviation Regulations.

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

Issued in Washington, D.C., on October 21, 1964.

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

[F.R. Doc. 64-10935; Filed, Oct. 27, 1964; 8:45 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. 8611]

PART 13—PROHIBITED TRADE PRACTICES

Prospect Bracelet Co., Inc., and Sheldon Parker

Subpart—Furnishing means and instrumentalities of misrepresentation or deception; § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*: 13.1055-50 *Preticketing merchandise misleadingly*. Subpart—Misbranding or mislabeling: § 13.1280 *Price*. Subpart—Misrepresenting oneself and goods—Prices: § 13.1811 *Fictitious preticketing*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1900 *Source or origin*: 13.1900-35 *Foreign product as domestic*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Prospect Bracelet Company, Inc., et al., New York, N.Y., Docket 8611, Oct. 2, 1964]

In the Matter of Prospect Bracelet Company, Inc., a Corporation, and Sheldon Parker, Individually and as an Officer of Said Corporation

Order requiring New York City distributors to manufacturers and distributors of watches as well as to retailers, of watch bands consisting in whole or substantial part of components imported from Hong Kong and Japan, to cease selling such imported products without conspicuous disclosure of the country or place of foreign origin on the products themselves or on labels or on the packaging; and to cease attaching to their watch bands tickets printed with excessive price figures represented thereby as the usual retail prices.

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

It is ordered, That respondents Prospect Bracelet Company, Inc., a corporation, and its officers, and Sheldon Parker, individually, and as an officer of said corporation, and respondents' agents, representatives and employees directly or through any corporate or other device, in connection with the offering for sale, sale or distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act, of any imported article or product imported as a completed item, or as principal components thereof, including but not limited to watch bands, do forthwith cease and desist from:

1. Offering for sale, selling or distributing any such products which are substantially, or which contain a substantial part or parts, of foreign origin or fabrication without affirmatively disclosing the country or place of foreign origin or fabrication thereof on the products themselves, by marking or stamping on an exposed surface, or on a label or tag affixed thereto, of such degree of permanency as to remain thereon until consummation of consumer sale of the products, and of such conspicuousness as to be likely observed and read by purchasers and prospective purchasers making casual inspection of the products.

2. Offering for sale, selling or distributing any such products packaged or mounted in a container, or on a display card, without disclosing the country or place of foreign origin of the product or substantial part or parts thereof, on the front or face of such packaging, container, or display card, so positioned as to clearly have application to the product so packaged or mounted, and of such degree of permanency as to remain thereon until consummation of consumer sale of the product, and of such conspicuousness as to be likely observed and read by purchasers and prospective purchasers making casual inspection of the product as so packaged or mounted.

It is further ordered, That respondents Prospect Bracelet Company, Inc., a corporation, and its officers, and Sheldon Parker, individually and as an officer of said corporation, and respondents' agents, representatives and employees, directly or through any corporate or

other device, in connection with the offering for sale, sale or distribution of any article or product in commerce, as "commerce" is defined in the Federal Trade Commission Act, including but not limited to imported watch bands, and the principal components thereof, do forthwith cease and desist from:

1. Advertising or disseminating any list or preticketed price unless such price is a good faith estimate of the actual retail price and does not appreciably exceed the highest price at which substantial sales are made in respondents' trade area.

It is further ordered, That the hearing examiner's initial decision, as amended, be, and it hereby is, adopted as the decision of the Commission, effective October 3, 1964.

It is further ordered, That respondents Prospect Bracelet Company, Inc., a corporation, and Sheldon Parker, individually and as an officer of said corporation, shall, within sixty (60) days after service upon them of this order, file with the Commission a report, in writing, setting forth in detail the manner and form of their compliance with the order to cease and desist.

Issued: October 2, 1964.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-10937; Filed, Oct. 27, 1964;
8:45 a.m.]

[Docket No. C-847]

PART 13—PROHIBITED TRADE PRACTICES

Rainbow-United Photographic Studios of America, Inc., et al.

Subpart—Misrepresenting oneself and goods—Business status, advantages or connections: § 13.1520 *Personnel or staff*; § 13.1555 *Size, extent or equipment*; § 13.1560 *Stock, product or service*. Misrepresenting oneself and goods—Goods: § 13.1650 *History of product*; § 13.1680 *Manufacture or preparation*; § 13.1715 *Quality*; § 13.1735 *Sample, offer, or order conformance*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719; as amended; 15 U.S.C. 45) [Cease and desist order, Rainbow-United Photographic Studios of America, Inc., et al., Chicago, Ill., Docket C-847, Oct. 8, 1964]

In the Matter of Rainbow-United Photographic Studios of America, Inc., a Corporation, and Bernard Baskin and George Whitehouse, Individually, and as Officers of the Said Corporation

Consent order requiring Chicago sellers of color photographs, mostly by door to door solicitors, to cease representing falsely that their process was a completely new idea in color film and printing, that their photographs were natural color portraits, that they employed "Professional Photographers" and operated the largest color photography studio in the nation, that a variety of color proofs would be shown in the purchaser's home,

that the finished products would be equal in quality to samples shown, and that orders would be delivered within a reasonable time.

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

It is ordered, That respondents Rainbow-United Photographic Studios of America, Inc., a corporation, and its officers, and Bernard Baskin and George Whitehouse, individually and as officers of said corporation, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of photographs in commerce, as "commerce" is defined in the Federal Trade Commission Act do forthwith cease and desist from representing, directly or by implication:

1. That the process employed by respondents is new, or is a new idea in color film or color printing.

2. That the respondents' method constitutes the first great step in the color portrait field.

3. That the respondents employ "Professional Photographers"; or otherwise representing that those persons employed by respondents to take pictures use techniques employed by highly trained and skilled photographers: *Provided however*, That it shall be a defense in any proceeding instituted for enforcement of this provision for respondents to establish that such persons do use said techniques when taking pictures for the purchasers and prospective purchasers of the pictures.

4. That color proofs other than color slide proofs will be shown or displayed to the purchaser.

5. That respondents operate the largest color studio in the nation or otherwise misrepresenting the size of respondents' business.

6. That respondents' photographs are natural color portraits or photographs.

7. That respondents' finished portraits or photographs will be equal in quality and workmanship to sample photographs and proof slides which have been exhibited to purchasers and prospective purchasers: *Provided, however*, That it shall be a defense in any proceeding instituted for enforcement of this provision for respondents to establish that the photographs furnished by them to purchasers are in every instance equal in quality and workmanship to sample photographs and proof slides exhibited to such purchasers and prospective purchasers.

8. That photographs ordered by customers will be delivered within a certain period of time or upon a particular date unless said photographs are delivered within such time or upon such date; or misrepresenting in any manner, directly or by implication, the period of time within which respondents' merchandise will be delivered.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in

writing setting forth in detail the manner and form in which they have complied with this order.

Issued: October 8, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-10938; Filed, Oct. 27, 1964;
8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart C—Food Additives Permitted in Feed and Drinking Water of Animals or for the Treatment of Food-Producing Animals

TYLOSIN

A notice of filing of a food additive petition (FAP 1177) for use of tylosin in swine feed was published in the FEDERAL REGISTER of November 5, 1963 (28 F.R. 11797). Subsequently, an amendment to the regulation for tylosin in swine feed issued in the FEDERAL REGISTER of August 20, 1964 (21 CFR 121.217; 29 F.R. 11917). Comments were received thereafter from the petitioner, Elanco Products, A Division of Eli Lilly and Company, Post Office Box 1750, Indianapolis 6, Ind., requesting deletion of the words "as sole source of tylosin" where they occur in Table 2, item 3, and Table 3, item 2, and further that the words "at least" be added to Table 3, item 2 under the limitations column after the words "per ton for".

Data submitted established that no residues of tylosin are found in edible tissues of swine fed under these proposed conditions of use. Justification for feeding of 100 grams per ton beyond 3 weeks has been shown in certain instances. The Commissioner of Food and Drugs has concluded that reasonable grounds for the petitioner's request have been shown. Therefore, pursuant to section 409 of the Federal Food, Drug, and Cosmetic Act (sec. 409, 72 Stat. 1785; 21 U.S.C. 348) and the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), § 121.217 Tylosin (21 CFR 121.217; 29 F.R. 11917) is amended in the following respects:

1. In paragraph (d), Table 2, item 3 is changed by deleting the words "as sole source of tylosin" from the text under "Limitations."

2. In paragraph (d), Table 3, item 2, the words "at least" are added after the words "per ton for" and the words "as sole source of tylosin" are deleted.

As amended, these items read as follows:

(d) * * *

TABLE 2—TYLOSIN IN DRINKING WATER

Principal ingredient	Dose	Combined with—	Dose	Limitations	Indications for use
***	***	***	***	For swine: administer not more than 10 days; withdraw 48 hours prior to slaughter; as tylosin base.	***

TABLE 3—TYLOSIN IN ANIMAL FEED

Principal ingredient	Dose	Combined with—	Dose	Limitations	Indications for use
***	***	***	***	For swine: 100 gm. per ton for at least 3 weeks followed by 40 gm. per ton until market weight; as tylosin phosphate.	***

Notice and public procedure and delayed effective date are not necessary prerequisites for the promulgation of this order, and I so find, since the amendments ordered merely relax existing requirements.

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

Dated October 22, 1964.

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

[F.R. Doc. 64-10957; Filed, Oct. 27, 1964;
8:47 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

RHIZOPUS ORYZAE

The Commissioner of Food and Drugs has evaluated data in a petition (5A1490) filed by Rohm & Haas Company, Washington Square, Philadelphia, Pa., and other relevant material, and has concluded that a food additive regulation should issue to prescribe the use of a carbohydrase from *Rhizopus oryzae* in the production of dextrose from starch. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), a new section is added to Subpart D of the regulations, as follows:

§ 121.1165 *Rhizopus oryzae*.

Carbohydrase from *Rhizopus oryzae* may be safely used in the production of dextrose from starch in accordance with the following prescribed conditions:

(a) *Rhizopus oryzae* is classified as follows: Class, *Phycomycetes*; order, *Mucorales*; family, *Mucoraceae*; genus, *Rhizopus*; species, *Rhizopus oryzae*.

(b) The strain of *Rhizopus oryzae* is nonpathogenic and nontoxic.

(c) The carbohydrase is produced under controlled conditions to maintain nonpathogenicity and nontoxicity, including the absence of aflatoxin.

(d) The carbohydrase is produced by a process which completely removes the organism *Rhizopus oryzae* from the carbohydrase product.

(e) The carbohydrase is maintained under refrigeration from production to use and is labeled to include the necessity of refrigerated storage.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

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

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

Dated: October 22, 1964.

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

[F.R. Doc. 64-10958; Filed, Oct. 27, 1964;
8:47 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 64-951]

PART 0—COMMISSION ORGANIZATION

Miscellaneous Amendments

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 21st day of October 1964;

The Commission having under consideration the provisions of §§ 0.315 and 0.385 of its rules and regulations concerning the designation of certain FCC Engineers in Charge as FCC representatives to Regional Preparedness Commit-

tees of the Office of Emergency Planning (OEP) and delegation of authority to them to act on behalf of the Commission during certain national defense emergency conditions; and

It appearing, that on January 22, 1963, the Department of the Army, Office of Civil Defense, established Regional Civil Defense Coordinating Boards and requested FCC representation; and

It further appearing, that the appointment of the Engineers in Charge as principal representatives to the OEP Regional Preparedness Committees with the designated Field Liaison Officers as alternates, and the appointment of the Field Liaison Officers as principal representatives to the OCD Regional Civil Defense Coordinating Boards with the designated Engineers in Charge as alternates would contribute to the prompt and orderly conduct of the Commission's business; and

It further appearing, that certain other changes should be made in Part O to define more clearly the functions of the Defense Commissioner and Executive Director with respect to representation on interagency defense committees; and

It further appearing, that authority for the issuance of the rules herein is contained in sections 4(i) and 5(d) of the Communications Act of 1934, as amended; and

It further appearing, that the rules adopted herein are procedural in nature and pertain to internal organization and delegations of authority, and hence are not subject to the prior notice and effective date provisions of the Administrative Procedure Act;

It is ordered, Effective October 26, 1964, that Part O of the rules and regulations is amended as set forth below.

Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply sec. 303, 48 Stat. 1082, as amended; sec. 5, 66 Stat. 713; 47 U.S.C. 303, 155

Released: October 23, 1964.

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

1. Section 0.11(d) is amended to read as follows:

§ 0.11 Functions of the Office.

(d) Under the general direction of the Defense Commissioner, and with the advice and assistance of the heads of the several bureaus and offices, the Executive Director coordinates the defense activities of the Commission, and has the following duties and responsibilities:

(1) To act as Alternate Defense Coordinator in representation with other agencies with respect to planning for the continuity of the essential functions of the commission under national emergency conditions, and serves as the alternate representative of the Commission to the Interagency Emergency Planning Committee of the Office of Emergency Planning.

(2) To serve as the alternate representative of the Commission to the Interagency Civil Defense Committee of

the Office of Civil Defense, Department of the Army.

(3) To keep the Defense Commissioner informed as to significant developments in this area.

2. Section 0.111 is amended to read as follows:

§ 0.111 Functions of the Bureau.

The Field Engineering Bureau is responsible for all Commission engineering activities performed in the field relating to radio stations including station inspections, surveys, monitoring, direction finding, signal measurement and investigations; for those enforcement activities performed in the field dealing with the suppression of interference and the inspection of devices possessing electromagnetic radiation characteristics; and such other field inspections or investigations as might be required by the Commission, or the bureaus and staff offices. The Bureau also performs the following functions:

(a) Develops rules and regulations which will provide such classes of commercial operators as may be required in the various radio services regulated by the Commission, and administers and enforces such rules and regulations.

(b) Prepares and conducts commercial radio operator examinations and issues commercial operator licenses.

(c) Conducts amateur examinations, and upgrades amateur licenses in situations where the upgrading can be accomplished by endorsements.

(d) Processes data with respect to proposed new or modified antenna structures covered in Part 17 of this chapter to determine whether such proposed construction will create hazards to air navigation.

(e) Represents the Commission and participates in interagency committees and in international conferences with respect to matters for which the Bureau is responsible.

(f) Enforces and administers Parts 15 and 18 of this chapter relative to equipment, interference, and related problems in the industrial, scientific and medical services arising from restricted radiation devices.

(g) [Reserved]

(h) Subject to the policy guidance of the Defense Commissioner, provides the principal representation for the Commission to the Regional Preparedness Committees of the Office of Emergency Planning for the purpose of carrying out detailed planning for the continuity of essential Government functions in a national emergency.

(i) In cooperation with the Office of Emergency Communications, and subject to the policy guidance of the Defense Commissioner, provides alternate representation for the Commission to the Regional Civil Defense Coordinating Boards.

(j) Exercises such authority as may be assigned or referred by the Commission pursuant to section 5(d) of the Communications Act of 1934, amended.

3. Section 0.181 is amended to read as follows:

§ 0.181 The Defense Commissioner.

A Defense Commissioner and two Alternate Defense Commissioners are designated by the Commission. The Defense Commissioner directs the defense activities of the Commission and has the following duties and responsibilities:

(a) To keep the Commission informed as to significant developments in the field of emergency preparedness, defense mobilization, and any defense activities that involve formulation or revision of Commission policy in any area of responsibility of the Commission.

(b) To represent the Commission in national defense matters requiring conferences or communications with other governmental officers, departments, or agencies.

(c) To act as the Defense Coordinator in representations with other agencies with respect to planning for the continuity of the essential functions of the Commission under national emergency conditions, and to serve as the principal representative of the Commission to the Interagency Emergency Planning Committee of the Office of Emergency Planning.

(d) To serve as the principal representative of the Commission to the Interagency Civil Defense Committee of the Office of Civil Defense, Department of the Army.

(e) To serve as the principal point of contact for the Commission on all matters pertaining to the National Communications System.

(f) To take such measures as will assure continuity of the Commission's functions under any foreseeable circumstances with a minimum of interruption.

(g) In the event of enemy attack, or the imminent threat thereof, or other disaster resulting in the inability of the Commission to function at its offices in Washington, D.C., to assume all of the duties and responsibilities of the Commission and the Chairman, until relieved or augmented by other Commissioners or members of the staff, as set forth in §§ 0.186 and 0.383.

(h) To perform such other duties and assume such other responsibilities related to the Commission's defense activities as may be necessary for the continuity of functions and the protection of personnel and property of the Commission.

4. Section 0.182 is amended to read as follows:

§ 0.182 Executive Director.

Under the general direction of the Defense Commissioner, and with the advice and assistance of the heads of the several bureaus and offices, the Executive Director coordinates the defense activities of the Commission, and has the following duties and responsibilities:

(a) To act as Alternate Defense Coordinator in representations with other agencies with respect to planning for the continuity of the essential functions of the Commission under national emergency conditions, and to serve as the alternate representative of the Commission to the Interagency Emergency Plan-

ning Committee of the Office of Emergency Planning.

(b) To serve as the alternate representative of the Commission to the Inter-agency Civil Defense Committee of the Office of Civil Defense, Department of the Army.

(c) To keep the Defense Commissioner informed as to significant developments in this area.

5. Section 0.184 is deleted and new §§ 0.184 and 0.185 are added to read as follows:

§ 0.184 Field Liaison Offices of the Office of Emergency Communications.

(a) Field Liaison officers of the Office of Emergency Communications (OEC) are designated as FCC representatives to Regional Civil Defense Coordinating Boards of the Office of Civil Defense, Department of the Army (DOA). (Engineers in Charge of Field Engineering Bureau (FEB) district offices at Boston, Massachusetts; Baltimore, Maryland; Atlanta, Georgia; Detroit, Michigan; Dallas, Texas; Denver, Colorado; San Francisco, California; and Seattle, Washington are designated as alternates.)

(b) Field Liaison officers of the OEC are designated to serve as alternate FCC representatives to the OEP Regional Preparedness Committees. (The Engineers in Charge listed in paragraph (a) of this section are principal representatives.)

(c) The field offices of the Office of Emergency Communications are located at the following addresses:

OCD/ OEP Region	Address of the FCC Field Liaison Officer	States
1	OCD Region One, Oak Hill Road, Harvard, Mass., 01451.	Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont.
2	OCD Region Two, Olney, Md., 20832.	Delaware, District of Columbia, Ken- tucky, Maryland, Ohio, Pennsylvania, Virginia, West Virginia.
3	OCD Region Three, Thomasville, Ga., 31792.	Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, Virgin Islands, Puerto Rico.
4	OCD Region Four, Federal Center, Battle Creek, Mich., 49016.	Illinois, Indiana, Michigan, Minne- sota, Wisconsin.
5	OCD Region Five, Denton Federal Center, Denton, Tex., 76202.	Arkansas, Louisiana, New Mexico, Oklahoma, Texas.
6	OCD Region Six, Denver Federal Center, Denver, Colo., 80225.	Colorado, Iowa, Kansas, Missouri, Nebraska, North Dakota, South Dakota, Wyoming.
7	OCD Region Seven, Federal Center, Santa Rosa, Calif., 95401.	American Samoa, Arizona, California, Guam, Hawaii, Nevada, Utah.
8	OCD Region Eight, Everett, Wash., 98201.	Alaska, Idaho, Oregon, Montana, Washington.

FCC Field Supervisor, Eastern United States (OCD Regions 1, 2, 3, 4) located at OCD Region 3, Thomasville, Ga.

FCC Field Supervisor, Western United States (OCD Regions 5, 6, 7, 8) located at OCD Region 7, Santa Rosa, Calif.

(d) The FCC Field Liaison Officers listed in paragraph (c) of this section are designated as the FCC representatives to attend and supervise all Regional and State Industry Advisory Committee meetings within their respective Regions and States pursuant to the requirements of Executive Order 11007.

§ 0.185 Responsibilities of the bureaus and staff offices.

The heads of each of the several bureaus and staff offices, in rendering advice and assistance to the Executive Director in the performance of his duties with respect to defense activities will have the following duties and responsibilities:

(a) To keep the Executive Director informed of the instigation, progress, and completion of programs, plans, or activities with respect to defense in which they are engaged or have been requested to engage.

(b) To render assistance and advice to the Executive Director on matters which relate to the functions of their respective bureaus or staff offices.

(c) To render such assistance and advice to other agencies as may be consistent with the functions of their respective bureaus or staff offices and the Commission's policy with respect thereto.

(d) To perform such other duties related to the Commission's defense activities as may be assigned to them by the Commission.

6. Section 0.315 is amended to read as follows:

§ 0.315 Authority delegated to Engineers in Charge who serve as FCC representatives to Office of Civil Defense (OCD) Regional Civil Defense Coordinating Boards and Regional Preparedness Committees of the Office of Emergency Planning (OEP).

(a) Engineers in Charge of Field Engineering Bureau district offices at Boston, Massachusetts; Baltimore, Maryland; Atlanta, Georgia; Detroit, Michigan; Dallas, Texas; Denver, Colorado; San Francisco, California; and Seattle, Washington, are designated as the principal FCC representatives to Regional Preparedness Committees. (FCC Field Liaison Officers of the Office of Emergency Communications are designated as alternates. The authority delegated to FCC representatives to Regional Preparedness Committees is set forth in § 0.385.)

(b) Engineers in Charge of Field Engineering Bureau district offices at Boston, Massachusetts; Baltimore, Maryland; Atlanta, Georgia; Detroit, Michigan; Dallas, Texas; Denver, Colorado; San Francisco, California; and Seattle, Washington, are designated as the alternate FCC representatives to the Regional Civil Defense Coordinating Boards. (FCC Liaison Officers of the Office of Emergency Communications are designated as the principal representatives to the Regional Civil Defense Coordinating Boards. The functions to be performed by the FCC representatives to Regional Civil Defense Coordinating Boards is set forth in § 0.184.)

(c) The Engineers in Charge listed in paragraph (a) of this section are designated as FCC representatives to State Emergency Telecommunications Task Groups established by the OEP in its Organization and Planning Guide of September 1962 (OEP Circular 3300.1).

7. Section 0.385 is amended to read as follows:

§ 0.385 FCC representatives assigned to Regional Preparedness Committees of the Office of Emergency Planning during a wartime emergency period.

Engineers in Charge of Field Engineering Bureau district offices at Boston, Massachusetts; Baltimore, Maryland; Atlanta, Georgia; Detroit, Michigan; Dallas, Texas; Denver, Colorado; San Francisco, California; and Seattle, Washington, are designated as FCC representatives to Regional Preparedness Committees. FCC Field Liaison Officers of the FCC Office of Emergency Communications are designated as alternates. These Committees will be activated in wartime emergency periods or during Civil Defense exercises. These FCC representatives will give advice and assistance to Regional Directors of the Office of Emergency Planning and to other Federal agencies within the respective Office of Emergency Planning region on matters relating to the functions and responsibilities of the FCC. They will also coordinate FCC operations within the region in the event of a regional "cut-off" situation. For the purpose of delegating authority to FCC representatives to act for the Commission, a regional "cut-off" situation shall be considered as existing when either no communication to higher authority within the FCC can be effected, or such communication as exists could not be expected to provide an answer from higher authority within the FCC in time to authorize urgent actions that the FCC representative determines cannot be delayed until such answer is received. The delegations of authority set forth in paragraphs (a), (b), and (c) of this section are made to these Engineers in Charge or to their alternates, to enable them to carry out their responsibilities.

(a) When communication is available to higher authority within the FCC. When instructions can be obtained from higher authority within the FCC, delegation of authority to FCC representatives assigned to Regional Preparedness Committees shall comprise that set forth in § 0.314. Action under this delegation must be consistent with any defense rules that supersede rules for normal conditions, wartime plans and emergency orders that may be adopted by the Commission, emergency legislation, Executive Orders, and any pertinent actions of other Government agencies taken pursuant to authority delegated to them under section 606 of the Communications Act of 1934, as amended.

(b) During a temporary "cut-off" period when communication to higher authority within the FCC is disrupted. When instructions cannot be obtained from higher authority within the FCC

and when immediate action must be taken, delegation of authority to FCC representatives assigned to Regional Preparedness Committees of the Office of Emergency Planning shall comprise the following in addition to the delegations included in paragraph (a) of this section:

(1) Matters delegated to the Chief and Deputy Chief of the Field Engineering Bureau under § 0.311(b).

(2) Matters delegated to the Chief, Broadcast Bureau by § 0.281.

(3) Matters delegated to the Chief, Safety and Special Radio Services Bureau by §§ 0.331-0.333, except for the authority to act on requests for waiver of rules governing the availability of frequencies below 25 megacycles in the Aviation and Maritime Services.

(4) Matters delegated to the Chief, Common Carrier Bureau by §§ 0.291, 0.294, 0.303 (d)-(f), 0.304, 0.305, and 0.307.

(5) Matters delegated to the Chief Engineer by §§ 0.241 and 0.243.

(6) Authority to act on requests for temporary authorizations for new or modified radio station operations, subject to the provisions of the Communications Act of 1934, as amended.

(7) Authority to act on requests for temporary authorization for all classes of radio operators, subject to the provisions of the Communications Act of 1934, as amended.

(8) Authority to waive temporarily any provisions of this chapter applicable to radio stations and radio operators, subject to the provisions of the Communications Act of 1934, as amended: *Provided, however,* That such authority shall not include waiver of rules governing the availability of frequencies below 25 megacycles in the Aviation and Maritime Services, nor any of the Emergency Broadcast System Rules.

(c) *General.* (1) All authorizations granted pursuant to authority contained in paragraph (b) of this section shall be reported to higher Commission authority at the earliest opportunity. Such authorizations shall be subject to review and cancellation or revision, without hearing, by the FCC representatives assigned to Regional Preparedness Committees or by higher Commission authority when the need for such action arises.

(i) Written authorizations granted pursuant to authority contained in paragraph (b) of this section shall show plainly on their face that they are temporary authorizations, not to exceed 30 days from the date of issue, and subject to review and cancellation or revision without hearing.

(ii) Where immediate oral authorizations are necessary, the applicant shall be orally informed of the limitations enumerated above in this subparagraph and the oral authorization shall be followed as soon as possible by a written authorization bearing the same date of issue as the date of oral authorization. If the "cut-off" period exceeds 30 days in duration, such authorizations may be renewed for additional periods of 30 days each.

(2) Actions taken under any delegation of authority must take into full account, and be in conformance with, any defense rules that supersede rules for normal conditions; wartime emergency plans and orders of the Commission; emergency legislation; Executive Orders; and any pertinent actions of other Government agencies taken pursuant to authority delegated to them under section 606 of the Communications Act of 1934, as amended.

(3) No actions shall be taken under any delegation of authority until full consideration is given to the effect of such actions on the continuance of vital radio communications, both Government and non-Government, on a worldwide or nationwide basis and in adjacent regions. If the FCC representative assigned to the Regional Preparedness Committee of the Office of Emergency Planning determines that interference to radio operations outside of a "cut-off" region may result by authorizing new or modified radio facilities (for example, a change of frequency or power of a radio station), he shall withhold such authorization unless directed to grant the temporary authorization by higher authority.

(4) Coordination shall be effected, where possible, with the FCC representatives assigned to Regional Preparedness Committees of the Office of Emergency Planning in adjacent regions before acting to authorize temporary requests for radio operations.

(5) New obligations incurred pursuant to delegation of authority specified in this section for personal service, procurement, contract agreements, and similar items shall not exceed the amount authorized by the Commission's Budget Officer in periodic emergency allotment authorizations.

8. Section 0.401 is amended by adding the following paragraph (f):

§ 0.401 Location of Commission Offices.

(f) The location of the field offices of the Office of Emergency Communications are listed § 0.184(c).

[F.R. Doc. 64-10965; Filed, Oct. 27, 1964; 8:48 a.m.]

[FCC 64-948]

PART 0—COMMISSION ORGANIZATION

Delegation of Authority to Executive Director To Exempt Broadcast Stations From Certain National Defense Responsibilities

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 21st day of October 1964;

The Commission having under consideration the provisions of § 73.922 of its rules and regulations concerning the requirement for the installation and maintenance of the necessary equipment to receive Emergency Action Notifications and Terminations; and

It appearing, that authority to grant exemptions from the requirements of

that section should be delegated by the Commission to the Executive Director, or his designee; that such delegation would contribute to the prompt and orderly conduct of the Commission's business; and

It further appearing, that authority for the issuance of the rule herein adopted is contained in sections 4(i), 5(d), and 303(r) of the Communications Act, as amended; and

It further appearing, that the rule adopted herein is procedural in nature and pertains to internal delegations of authority, and hence is not subject to the prior notice and effective date provisions of the Administrative Procedure Act;

It is ordered, Effective October 26, 1964, that Part 0 of the rules and regulations is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply sec. 303, 48 Stat. 1082, as amended; sec. 5, 66 Stat. 713; 47 U.S.C. 303, 155)

Released: October 23, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

Section 0.231 is amended to read as follows:

EXECUTIVE DIRECTOR

§ 0.231 Authority delegated.

(a) The Executive Director, or his designee, is delegated authority to exempt Standard, FM, and Television broadcast licensees from the requirement of installing and maintaining the necessary equipment to receive Emergency Action Notifications and Terminations and arranging for either an associated listening watch, or automatic alarm, or both. (See § 73.922 of this chapter.)

(b) The Executive Director, or his designee, upon securing concurrence of the General Counsel, is delegated authority to execute in the name of the Commission all agreements pertaining to the loan of United States Government property to radio station licensees for national defense purposes.

[F.R. Doc. 64-10966; Filed, Oct. 27, 1964; 8:48 a.m.]

[FCC 64-944]

PART 1—RULES OF PRACTICE AND PROCEDURE

PART 43—REPORTS OF COMMUNICATION COMMON CARRIERS AND CERTAIN AFFILIATES

Filing by Common Carriers of Periodic Statistical Reports of Their Marine Telegraph Traffic

Report and order. 1. Common carriers subject to the Communications Act which operate public coast stations engaged in radiotelegraph communications with maritime mobile stations (other than on the Great Lakes and on inland waters) are presently filing periodic statistical reports of their marine traffic in

accord with requirements set out in our Order No. 86, adopted on August 18, 1941.

2. It appears appropriate that these reporting requirements be codified as part of the Commission's permanent rules and regulations, consistent with our recent action in respect to reports regarding point-to-point telecommunication traffic between the United States and overseas points.

3. Since the proposed rule, which we shall adopt as § 43.71 of Part 43 of our rules and regulations (Reports of Communication Common Carriers and Certain Affiliates), merely codifies (with certain editorial revisions) and does not make any substantive change in the requirements of Order No. 86, we find, pursuant to § 1.412(c) of our rules and section 4(a) of the Administrative Procedure Act, that notice of proposed rule making is unnecessary.

4. At the same time, we are making an editorial change in Part 1 of our rules to delete a reference to Order No. 86 contained in § 1.790 and substituting therefor a reference to Part 43 of our rules.

5. The attached rule is to be effective immediately, pursuant to § 1.427(b) of our rules and section 4(c) of the Administrative Procedure Act, for the reason stated in paragraph 3, *supra*, and shall be applicable to the reports called for therein covering the first six months of 1964, which are to be filed by November 1, 1964.

6. Accordingly, it is ordered, Pursuant to sections 4(i), 218, and 219(b) of the

Communications Act, this 21st day of October 1964, that effective November 12, 1964, Parts 1 and 43 of the Commission's rules and regulations are amended as set forth below, and that Commission Order No. 86 shall thereupon be superseded.

(Secs. 4, 218, 219, 48 Stat. 1066 as amended, 1077, 1077 as amended; 47 U.S.C. 154, 218, 219)

Released: October 23, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

1. Section 1.790 is amended to read as follows:

§ 1.790 Reports relating to traffic by international carriers.

Carriers shall file periodic reports regarding overseas point-to-point traffic and marine telegraph traffic as required by Part 43 of this chapter.

2. Part 43 is amended by adding the following section:

§ 43.71 Reports of public coast station operators.

(a) Each common carrier subject to the Communications Act operating public coast stations engaged in radiotelegraph communication with maritime mobile stations (other than on the Great Lakes and on inland waters) shall file with the Commission a report, in triplicate, as set out below for each public coast station,

not later than November 1 of each year for the preceding period of January through June, and not later than May 1 of each year for the preceding period of July through December.

(b) The reports required by this section shall show the following information:

(1) The number of messages and words of all paid radiotelegraph traffic, separately by class, handled outbound from public coast stations to maritime mobile stations, and further separated as to traffic to ships of United States registry, and to ships of foreign registry and the corresponding revenues accruing to the responding carrier.

(2) The number of messages and words of all paid radiotelegraph traffic, separately by class, handled inbound from maritime mobile stations to public coast stations, and further separated as to traffic from ships of United States registry, and from ships of foreign registry, and the corresponding revenues accruing to the responding carrier.

(c) Where the word count for greeting, gift, and other similar prepared messages is not available, an estimated figure may be substituted if so designated.

(d) This section shall apply where applicable to any new marine telegraph service which may be offered from time to time by any carrier engaged in public coast station operations.

[F.R. Doc. 64-10968; Filed, Oct. 27, 1964; 8:48 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 29]

TOBACCO, PENNSYLVANIA SEEDLEAF

Proposed Standards

Notice is hereby given that the U.S. Department of Agriculture is considering amendments, as hereinafter proposed, to the Official Standard Grades for Pennsylvania Seedleaf Tobacco, U.S. Type 41 (7 CFR 29.4251-29.4391), pursuant to the authority contained in The Tobacco Inspection Act (49 Stat. 731; 7 U.S.C. 511 et seq.).

Statement of consideration leading to the proposed amendments. Official standards for Pennsylvania Seedleaf tobacco were issued in January 1964 to simplify and update the tentative grades which had been in effect since January 1951. The recent issuance broadened the quality concept by consolidating grades of similar quality and restricting length requirements to grades C1 and C2.

These revised standards proved generally satisfactory during the last marketing season. Experience at that time, however, pointed out the need for more specific provisions for the grading of frozen or frostbitten tobacco and a slight change in the grading of Stripper group throwouts.

On September 3 and 4 Department members met with representatives of Pennsylvania Farm Bureau Cooperative Association to discuss necessary adjustments to the standards. Of the methods introduced to facilitate the grading of frozen or frostbitten tobacco, the most acceptable was the establishment of three grades of Nondescript: N1, to cover field frozen or frostbitten tobacco in safe-keeping order (case); N2, to cover frozen or frostbitten tobacco which is wet or in doubtful-keeping order (case); and No-G, currently a designation for sub-standard tobacco, to cover tobacco that does not meet the minimum specifications of any other grade of the type. It was agreed to incorporate local terminology in the specifications of these Nondescript grades. Recommendations were also offered to amend the percentages of crude and waste tolerances for X3, low quality grade of the Straight Stripped group, to include throwout leaves from the Stripper (C) group.

Predicated upon recent marketing experience and discussions in subsequent meetings, these proposed amendments would establish three grades of Nondescript, N1, N2, and No-G, to replace the single grade N now representing that group; incorporate local terminology in the specifications for Nondescript grades;

change the tolerance percentages of grade X3 to permit Stripper throwouts; and adapt necessary definitions and rules to conform with these proposed changes.

All persons who desire to submit written data, views, or arguments in connection with the proposed amendments should file the same, in duplicate, with the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C., 20250, not later than the 30th day after the publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to the notice will be made available for public inspection at the office of the Hearing Clerk during official hours of business (7 CFR 1.27(b) as amended at 29 F.R. 7311).

The proposed amendments are as follows:

1. The parenthetical references in §§ 29.4257, 29.4259, and 29.4286 are revoked.

2. The following sentence is added at the end of § 29.4269: "Throwout leaves not meeting C-group grade specifications will be included in the X and Y groups."

3. Section 29.4277 is revoked.

4. In the second sentence of § 29.4301, the words "frozen or" are deleted from item (b).

5. In § 29.4302 the second sentence is revoked.

6. Section 29.4335 is revoked.

7. In the last sentence of § 29.4336 the word "graded" is substituted for the word "designated."

8. Section 29.4346 is deleted and the following is substituted therefor: "Rule 15. Frozen or frostbitten tobacco shall be included only in N1 or N2."

9. In § 29.4347 the word "designated" is deleted and the word "graded" is substituted therefor; and the last two words "any group" are deleted and "the C, X, and Y groups" are substituted therefor.

10. In § 29.4362 the tolerances for grade X3 are amended to read: "Tolerances: less than 20 percent crude and 30 percent waste."

11. In § 29.4363 the heading and first sentence are deleted and the following is substituted therefor: "Farm Filler (Y Group). This group consists of tied tobacco and normally is tobacco from the lower portion of the stalk."

12. The text of § 29.4364 is deleted and the following is substituted therefor:

§ 29.4364. Nondescript (N Group).

Frozen or frostbitten tobacco or tobacco which does not meet the minimum specifications or exceeds either tolerance of the lowest grade of any other group.

U.S. Grades	Grade names and specifications
N1	Field frozen or frostbitten tobacco in safe-keeping order or case.
N2	Frozen or frostbitten tobacco which is wet or in doubtful-keeping order or case.

U.S. Grades	Grade names and specifications
No-G	Tobacco which contains chicken dust, stone dust, or other foreign matter; is hail-cut or wasted in excess of the tolerances for X3 or Y2; is damaged, dirty, nested, off-type, semicured, wet, shingled or otherwise improperly packed; has an odor foreign to the type; contains 20 percent or more crude; or does not meet the minimum specifications of the lowest grade of the C, X, or Y groups.

13. In § 29.4386 delete:

1 Grade of Nondescript
N

and substitute therefor:

3 Grades of Nondescript
N1
N2
No-G

14. The sentence "Tobacco not covered by standard grades is designated 'No-G.'" is also deleted from § 29.4386.

(49 Stat. 734; 7 U.S.C. 511m)

Done at Washington, D.C., this 23d day of October 1964.

G. R. GRANGE,
Deputy Administrator,
Marketing Services.

[F.R. Doc. 64-10974; Filed, Oct. 27, 1964; 8:49 a.m.]

[7 CFR Part 989]

RAISINS PRODUCED FROM GRAPES GROWN IN CALIFORNIA

Proposed Expenses of Raisin Administrative Committee and Rate of Assessment for 1964-65 Crop Year

Notice is hereby given of a proposal regarding expenses of the Raisin Administrative Committee for the 1964-65 crop year and rate of assessment for that crop year, pursuant to §§ 989.79 and 989.80 of the marketing agreement, as amended, and Order No. 989, as amended (7 CFR Part 989; 29 F.R. 9482, 9560), regulating the handling of raisins produced from grapes grown in California. The amended marketing agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The Raisin Administrative Committee has unanimously recommended for the crop year beginning September 1, 1964 (1964-65 crop year), a budget of expenses in the total amount of \$123,200 and an assessment rate of 80 cents per ton of assessable raisins. Expenses in that amount and the assessment rate are specified in the proposal hereinafter set forth. The assessable tonnage is estimated by the Committee as 154,000 tons.

Consideration will be given to any written data, views, or arguments pertaining to the proposal which are received by the Hearing Clerk, U.S. De-

partment of Agriculture, Room 112, Administration Building, Washington, D.C., 20250, not later than the tenth day after publication of this notice in the FEDERAL REGISTER. All written submissions made pursuant to this notice should be in quadruplicate and will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

The proposal follows:

§ 989.315 Expenses of the Raisin Administrative Committee and rate of assessment for the 1964-65 crop year.

(a) *Expenses.* Expenses (other than those specified in § 989.82) in the amount of \$123,200 are reasonable and likely to be incurred by the Raisin Administrative Committee during the crop year beginning September 1, 1964, for the maintenance and functioning of the Committee and the Raisin Advisory Board and for such purposes as the Secretary may, in accordance with § 989.79, determine to be appropriate.

(b) *Rate of assessment.* The rate of assessment for that crop year which each handler is required, pursuant to § 989.80, to pay to the Raisin Administrative Committee as his pro rata share of the expenses is hereby fixed at 80 cents per ton applicable to each of the following:

(1) Free tonnage raisins acquired by the handler during the crop year, exclusive of such quantity thereof as represents the assessable portions of other handlers' raisins pursuant to subparagraph (3) of this paragraph;

(2) Reserve tonnage raisins sold to the handler by the Committee pursuant to § 989.67 during the crop year; and

(3) Standard raisins (which he does not acquire) recovered by the handler by the reconditioning of off-grade raisins but only to the extent of the aggregate quantity of the free tonnage portions of these standard raisins that are acquired by other handlers during the crop year.

Dated: October 23, 1964.

FLOYD F. HEDLUND,
Director,
Fruit and Vegetable Division.

[F.R. Doc. 64-10975; Filed, Oct. 27, 1964;
8:49 a.m.]

[7 CFR Parts 1061, 1064]

[Docket Nos. AO 327-A6, AO 23-A27]

**MILK IN ST. JOSEPH, MISSOURI, AND
GREATER KANSAS CITY MARKET-
ING AREAS**

**Supplemental Notice of Hearing on
Proposed Amendments to Tentative
Marketing Agreements and Orders**

This notice is supplemental to the notice issued October 12, 1964 (29 F.R. 14233) of a public hearing to be held at 9:30 a.m., local time, on November 4, 1964, at the Bellerive Hotel, Armour and Warwick Boulevards, Kansas City, Mo., on proposed amendments to the tentative marketing agreements and orders regulating the handling of milk in the St. Joseph, Mo., and Greater Kansas City marketing areas.

Further notice is hereby given 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), that evidence will be received on the proposal contained in this supplemental notice in addition to those contained in the notice issued October 12, 1964.

The proposed amendment, set forth below, has not received the approval of the Secretary of Agriculture.

Proposed by Beatrice Foods Company:
Revise § 1061.41(b)(2) of the St. Joseph, Mo., milk order to read as follows:

§ 1061.41 Classes of utilization.

(b) * * *

(1) * * *

(2) Disposed of in bulk to and used at commercial food establishments for starter churning, wholesale baking, candy making purposes, or in the manufacture of processed foods;

Copies of this notice of hearing and the order may be procured from the Market Administrator, U. Grant Grayson, Post Office Box 4336, Overland Park, Kans., 66204, or from the Hearing Clerk, Room 112-A, Administration Building, U.S. Department of Agriculture, Washington, D.C., 20250, or may be there inspected.

Signed at Washington, D.C., on October 22, 1964.

CLARENCE H. GIRARD,
Deputy Administrator.

[F.R. Doc. 64-10976; Filed, Oct. 27, 1964;
8:49 a.m.]

**Agricultural Stabilization and
Conservation Service**

[7 CFR Part 811]

[Sugar Reg. 811]

SUGAR

**Proposed Determination for Calendar
Year 1965**

Notice is hereby given that the Secretary of Agriculture pursuant to authority vested in him by the Sugar Act of 1948, as amended (61 Stat. 922, as amended), is considering the determination of the amount of sugar needed to meet the requirements of consumers in the continental United States in 1965, and the establishment of sugar quotas for the calendar year 1965.

In accordance with the rule making requirements of the Administrative Procedure Act (60 Stat. 237) all persons who desire to submit written data, views or arguments for consideration in connection with the proposed regulation shall file the same in duplicate with the Director, Sugar Policy Staff, Agricultural Stabilization and Conservation Service, United States Department of Agriculture, Washington, D.C., 20250, not later than fifteen days after the date of publication of this notice in the FEDERAL REGISTER.

All written submissions made pursuant to this notice will be made available for public inspection at such times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

The proposed determination of 1965 sugar requirements for the continental United States and quotas for the calendar year 1965, are set forth essentially in form and language appropriate for issuance, if adopted by the Secretary as follows:

Basis and purpose and bases and considerations. The purpose of Sugar Regulation 811 is to determine pursuant to sec. 201 of the Sugar Act of 1948, as amended (hereinafter called the "Act"), the amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1965, to establish sugar quotas for the supplying areas in terms of short tons of sugar, raw value, equal to the amount determined by the Secretary of Agriculture to be needed in 1965. Further, this regulation establishes quantities of certain quotas that may be filled by direct-consumption sugar and establishes a liquid sugar quota.

Section 201 of the Act directs the Secretary to determine for each calendar year the amount of sugar needed to meet the requirements of consumers in the continental United States and to revise such determination during the calendar year whenever he deems it necessary. The section sets forth criteria to guide the Secretary in his determination and states that such determination shall be made so as to protect the welfare of consumers and of those engaged in the domestic sugar industry by providing such supply of sugar as will be consumed at prices which will not be excessive to consumers and which will fairly and equitably maintain and protect the welfare of the domestic sugar industry.

During the 10-month period ended August 31, 1964, distribution of sugar for consumption in the continental United States totaled 7,870,000 short tons, raw value. Considering the quantity of sugar distributed in September and October of recent years and prevailing factors affecting current rates of distribution, it is estimated that distribution during September and October 1964, will bring total distribution for the 12-month period ending October 31, 1964, to about 9,650,000 short tons, raw value.

Based on expected distribution during the 12-month period, the quantity of sugar needed in the calendar year 1965 would be expected to exceed 9,800,000 short tons, raw value, if allowance is made for increased consumption due to the normal increase in population and for refining losses.

Refiners' inventories of quota sugar at the end of 1964 are expected to be well below the level of a year earlier but above the average of recent years.

The domestic price of raw sugar which was higher than usual during most of 1963 and the first four months of 1964 returned to a more normal level in May of 1964. Much of the time since July, such prices have been nearly 0.5 cent per pound below the level of the price reference point in section 201 of the Act.

High sugar prices during the 1963-64 period had an adverse impact on the consumption of beet and cane sugar. The reduced use of such sugar in some products and the greater use of non-sucrose sweeteners lowered the per capita consumption of sugar. It is unlikely that the trend toward a slightly lower per capita use of sugar will be reversed in 1965.

To encourage the maintenance of sugar prices in line with the objectives of the Act at a level which will protect the domestic sugar industry, quotas established by this regulation total 9.2 million tons or slightly more than 600,000 tons below anticipated consumption.

If further action becomes necessary to provide for an orderly flow of sugar, the importation of sugar from foreign countries other than the Republic of the Philippines within the quota for such countries may be subject to some time limitations.

Section 202 of the Act provides that whenever a determination is made, pursuant to section 201, of the amount of sugar needed to meet the requirements of consumers, the Secretary shall establish quotas. The methods for establishing quotas for the domestic areas and the Republic of the Philippines are set forth in paragraphs (a) and (b) of section 202, but paragraph (c) which provides the method for prorating the quota for foreign countries other than the Republic of the Philippines will have expired at the end of 1964. However, section 403(a) of the Act authorizes the Secretary to make such orders or regulations, which shall have the force and effect of law, as may be necessary to carry out the power vested in him by the Act. In order to carry out the objectives of the Act as intended by the Congress and the requirement of section 202 of the Act, it is necessary to use the authority provided by section 403 of the Act to establish quota prorations for foreign countries, other than for the Republic of the Philippines.

This quota is prorated to those countries which have traditionally supplied sugar to the United States and with which the United States maintains diplomatic relations. The quota prorations for 1965, the 1963 deliveries are given made on the basis of actual deliveries of quota sugar into the continental United States during the calendar years 1963 and 1964. In determining the quotas for 1965, the 1963 deliveries are given a weighting of one-third and 1964 deliveries are given a weighting of two-thirds. The quantity of sugar prorated on this basis will be equal to the difference between total sugar requirements and the sum of the quotas for the domestic areas and the Republic of the Philippines.

The years 1963 and 1964 constitute a recent period and, in addition, a time when sugar was scarce throughout the world. Performance of countries in importing sugar into the United States in these years is clearly indicative of their relative ability to service the United States market on a continuing basis. At the time commitments were made to export sugar to the United States for 1964

delivery, the unfavorable price differential of the United States market was much greater than it had been at the time 1963 supplies were committed. Accordingly, 1964 performance is given double weighting.

The quotas prorated herein are based on final data for 1963 and on preliminary data for 1964 and accordingly represent only 90 percent of the total for foreign countries other than the Republic of the Philippines. After final outturn weights become available covering actual imports of sugar into the continental United States during 1964, prorations of the quota will be redetermined.

No import fee is provided for, solely in view of legal limitations. The Administration intends to recommend to the Congress reinstitution of a system of import fees for later years in connection with long term legislation.

Sec. .	Sugar Requirements, 1965.
811.31	Quotas for domestic areas.
811.32	[Reserved]
811.33	Quotas for foreign countries.
811.34	[Reserved]
811.35	Applicability of quotas.
811.36	Restrictions on importations and marketings within quotas.

AUTHORITY: §§ 811.30 to 811.36 issued under sec. 403, 61 Stat. 932, 7 U.S.C. 1153. Interprets or applies secs. 201, 202, 207, 208, 209, 210; 61 Stat. 923, as amended, 924, as amended, 925, as amended, 927, as amended, and 928, as amended, sec. 213 as added by P.L. 87-535 approved July 13, 1962; 7 U.S.C. 1111, 1112, 1117, 1118, and 1119.

§ 811.30 Sugar requirements, 1965.

The amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1965 is hereby determined to be 9,200,000 short tons, raw value.

§ 811.31 Quotas for domestic areas.

(a) For the calendar year 1965 domestic area quotas limiting the quantities of sugar which may be brought into or marketed for consumption in the continental United States are established, pursuant to section 202(a) of the Act, in Column (1) and the amounts of such quotas for offshore areas that may be filled by direct-consumption sugar are established, pursuant to section 207 of the Act, in Column (2) as follows:

Area	Quotas	Direct-consumption limits
	(Short tons, raw value)	
	(1)	(2)
Domestic beet sugar	2,650,000	No limit
Mainland cane sugar	895,000	No limit
Hawaii	1,110,000	31,464
Puerto Rico	1,140,000	138,000
Virgin Islands	15,232	0

(b) Of the quantity established in paragraph (a) of this section for Puerto Rico which may be filled by direct-consumption sugar, 126,033 short tons, raw value, may be filled only by sugar principally of crystalline structure.

§ 811.32 [Reserved]

§ 811.33 Quotas for foreign countries.

(a) The quotas or prorations for foreign countries limiting the quantities of

sugar which may be imported into the continental United States during the calendar year 1965 for consumption therein and the amounts of such quotas and prorations that may be filled by direct-consumption sugar are hereby established as set forth in the following paragraphs (b), (c), (d), and (e) of this section.

(b) For the calendar year 1965 the quota for the Republic of the Philippines is 1,050,000 short tons, raw value, and the quantity of such quota that may be filled by direct-consumption sugar is 59,920 short tons, raw value.

(c) (1) For the calendar year 1965, the quantity available for proration to individual foreign countries other than the Republic of the Philippines is 2,339,768 short tons, raw value. Of that quantity, 90 percent is hereby prorated subject to time limitations if any, as set forth in subparagraph (2) of this paragraph, to individual countries as follows:

Country:	Short tons, raw value
Argentina	59,383
Australia	172,317
Belgium	1,748
Brazil	204,535
British Honduras	3,853
British West Indies	112,954
China	63,174
Colombia	27,101
Costa Rica	32,219
Dominican Republic	358,405
Ecuador	45,759
El Salvador	15,857
Fiji Islands	42,053
France	5,328
French West Indies	39,799
Guatemala	36,914
Haiti	20,216
India	89,433
Ireland	8,002
Madagascar	6,739
Mauritius	13,898
Mexico	359,459
Nicaragua	37,483
Panama	13,330
Peru	223,214
Reunion	2,043
South Africa	98,277
Southern Rhodesia	8,423
Turkey	1,411
Venezuela	2,464
Total	2,105,791

(c) (2) [Reserved]

(d) For the calendar year 1965, the quantity of each proration established in paragraph (c) of this section that may be filled by direct-consumption sugar pursuant to sections 207 and 403(a) of the Act is as follows:

Country:	Short tons, raw value
Ireland	8,002
Panama	3,817
Belgium	182

(e) For the calendar year 1965 the quota for liquid sugar for foreign countries as a group is 2,000,000 gallons of sirup of cane juice of the type of Barbados molasses, limited to liquid sugar containing soluble non-sugar solids (excluding any foreign substance that may have been added or developed in the product) of more than 5 percent of the total soluble solids, which is not to be used as a component of any direct-consumption sugar but is to be used as molasses without substantial modifica-

tion of its characteristics after importation.

§ 811.34 [Reserved]

§ 811.35 Applicability of quotas.

All sugar and liquid sugar marketed or imported into the continental United States is subject to the provisions of Part 816 or Part 817 of this chapter which prescribe the time, manner and conditions under which quotas, proratations, or quantities made available to countries as a group are filled by the marketing and importation of sugar or liquid sugar. The quantitative limitations established by §§ 811.31 to 811.33, inclusive, do not apply to sugar or liquid sugar marketed or imported pursuant to sections 211 and 212 of the Act in accordance with the provisions of Part 816 or Part 817 of this chapter.

§ 811.36 Restrictions on importations and marketings within quotas.

Subject to the provisions of Part 816 and Part 817 of this chapter all persons are prohibited from bringing or importing into or marketing in the continental United States any sugar or liquid sugar in excess of or after the applicable quota or quantity set forth in §§ 811.31 to 811.33, inclusive, has been filled, or any sugar or liquid sugar as direct-consumption sugar after the direct-consumption portion of the applicable quota has been filled.

Issued at Washington, D.C., this 23d day of October 1964.

CHARLES S. MURPHY,
Acting Secretary.

[F.R. Doc. 64-11026; Filed, Oct. 27, 1964;
8:50 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 2, 74]

[Docket No. 15666; FCC 64-950]

GOVERNMENT SPACE RESEARCH EARTH STATIONS IN SUPPORT OF PROJECT APOLLO

Frequency Allocations and Assignment

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

2. The Director of Telecommunications Management, Office of Emergency Planning, acting on behalf of the National Aeronautics and Space Administration (NASA), has requested the Commission's cooperation in providing limited access to the exclusive non-Government band 1990-2110 Mc/s to accommodate Government space research earth stations to be used in support of Project Apollo. The objective of Project Apollo is to land U.S. astronauts on the moon and to provide for their return to earth.

3. Two specific frequencies are involved in this proposal, 2106.4 Mc/s and 2101.8 Mc/s. Although these frequencies would be used for earth-to-space transmissions throughout the world-wide

Manned Space Flight Network, this proceeding is concerned with only four earth station transmitting sites: Goldstone, Calif.; Cape Kennedy, Fla.; Corpus Christi, Tex.; and Kauai, Hawaii. Each earth station is expected to employ 3600F9 emission and a power of 10 kw. The space-to-earth transmissions are to be accommodated in a band already allocated to the Government. The request for Government use of 2106.4 Mc/s and 2101.8 Mc/s is explained in succeeding paragraphs.

4. A dual spacecraft will be used in Project Apollo, consisting of a Command/Service Module (CSM) and a Lunar Excursion Module (LEM). Each of these modules is required to have a communication sub-system to provide doppler velocity information, two-way voice, earth-to-spacecraft data transmission, and spacecraft-to-earth telemetering and television transmission. The proposed communication system is based on one developed in connection with lunar and interplanetary work by the Deep Space Network.

5. This system, for the earth portion, consists of a crystal controlled transmitter; a narrow-band, double superheterodyne automatic phase tracking receiver; and a coherent frequency shifter to provide an absolute reference between the transmitter and receiver which operates in the 2200 Mc/s region. The modifications proposed would permit each Deep Space Earth Station to receive the nominal 2287.5 (coherent) and 2282.5 (coherent) Mc/s and to transmit on the proposed 2106.4 and 2101.8 Mc/s for Apollo missions. The choice of these specific frequencies is dictated by the necessity to maintain a 221/240 ratio between the up/down frequencies to take advantage of existing deep space network equipment. The spacecraft equipment, which must be compatible with the earth station complex, employs a transponder consisting of a narrow-band, double superheterodyne, automatic phase tracking receiver operating at the proposed 2106.4 or 2101.8 Mc/s; and an integrally related transmitter capable of operating at 2287.5 or 2282.5 Mc/s. Thus, two "up" and two "down" frequencies are required—one set each for the LEM and for the CSM. The system provides for the essential coherent phase relationship between the earth transmitted and received frequencies and, inherently, the ability to communicate simultaneously with two separate spacecraft with a minimum of equipment development.

6. Telemetering, television, and voice data will be sent to the earth by frequency and/or phase modulation of the carrier, depending on the operating mode desired. Voice and data will be sent to the spacecraft by phase modulation of the carrier or subcarriers. The ranging system is mechanized by phase modulating the earth-to-spacecraft RF carrier with a pseudorandom (PR) code. The PR code is detected in the spacecraft receiver and retransmitted back to earth. Upon detection by the earth station receiver, its phase is compared with the phase of the original code for range determination.

7. The selection of the frequencies desired is influenced by a number of factors. Studies indicate that optimum frequencies for deep space flight, considering refraction, sky temperatures and atmospheric absorption, are in the 1000-10,000 Mc/s band. Equipment availability studies indicate that a system already implemented for other programs meets the requirements of Apollo almost in its entirety, both in data reception and tracking and in the transponder's coherency. The tightness of the project schedule precludes extensive development of new equipment. Aspects of safety also dictate a desire to use equipment with known and proven reliability. A saving estimated at \$18,000,000 is expected by using existing equipment and facilities. Although consideration was given to the bands immediately above 2300 Mc/s, for satisfaction of the requirement, radar operation precludes effective utilization of frequencies in that area of the spectrum.

8. A study of the Deep Space Research Projects and Apollo Project schedules indicates there will be a number of long term deep-space missions in progress at the time of the various shorter term Apollo missions. It has been determined that the reception of the deep-space transmissions would be interfered with intolerably by the transmissions from the Apollo spacecraft. Time sharing of the deep-space frequencies does not appear feasible because of the fluid nature of launch schedules and the launch-window problem.

9. Section 2.102(b)(1) provides that "In individual cases the Commission may, without rule making proceedings, authorize on a temporary basis only, the use of frequencies not in accordance with the Table of Frequency Allocations for projects of short duration or emergencies where the Commission finds that important or exceptional circumstances require such utilization * * * etc." Project Apollo could be construed as falling within the terms of § 2.102(b)(1) because of its unique requirements since individual activations of the frequencies in question are expected to be relatively short-term. In the aggregate, however, the project is long-term and can be expected to continue for the remainder of this decade at least, and formal recognition of its accommodation is considered necessary. Formal recognition is based upon our understanding that full power operation on the frequencies in the band 2100-2110 Mc/s will occur only during periods when spacecraft launched as a part of Project Apollo are in actual flight and that any operation of the equipment at other times shall be limited to laboratory testing or restricted radiation spacecraft tests which will not cause harmful interference to television broadcast auxiliary stations. Existing TV auxiliary stations may continue to use assigned frequencies in this portion of the 1990-2110 Mc/s TV auxiliary band and new TV auxiliary stations will continue to be authorized use of such frequencies.

10. In view of the above, the Commission proposes to amend the Table of Frequency Allocations by the addition of a new U.S. footnote which would permit

Government earth station transmissions on 2106.4 and 2101.8 Mc/s at the four previously mentioned sites. Because of the anticipated infrequent usage of the frequencies by such earth stations, it is not proposed to restrict existing or potential licensees of the Commission from operating in the areas concerned. Upon finalization of the proposed rules, however, all new licensees would be expected to accept such interference as might occur from the operation of the Government earth stations in question. For existing licensees, such a condition would be imposed upon renewal of their license.

11. In view of the high power to be employed, i.e., 10 kw, the interference range of the earth stations might be on the order of 175 miles but will vary from case-to-case because of antenna directivity, terrain shielding, and other factors. For the guidance of the Commission's licensees, NASA has been requested through the DTM to supply the Commission with maps of the areas concerned, showing "coordination distance contours" drawn about each earth station. These maps would be kept on file in the Commission's Broadcast Bureau for reference purposes to indicate the areas wherein interference might reasonably be expected by TV pickup, TV STL or TV intercity relay stations operating on the same or adjacent frequencies. The proposed amendments to Parts 2 and 74 of the Commission's rules are shown below.

12. Authority for the proposed amendment to the appropriate rules is contained in sections 4(i) and 303 of the Communications Act of 1934, as amended.

13. Any interested person who is of the opinion that the proposed amendment should not be adopted in the form set forth herein may file with the Commission on or before December 1, 1964, written data, views or arguments setting forth his comments. Comments in support of the proposal may also be filed on or before the same date. Comments or briefs in reply to the original comments may be filed on or before December 10, 1964.

14. In accordance with § 1.215 of the Commission's Rules, an original and 14 copies of all statements, views or comments filed shall be furnished the Commission.

Adopted: October 21, 1964.

Released: October 23, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

It is proposed to amend Parts 2 and 74 as follows:

1. In § 2.106, the Table of Frequency Allocations is amended to add a new footnote designator "US --" in column 6 opposite the frequency band 1850-2200 Mc/s in column 5, and add a new footnote "US --" as follows:

§ 2.106 Table of Frequency Allocations.

US -- In the band 1990-2110 Mc/s, the frequencies 2106.4 Mc/s and 2101.8 Mc/s may be authorized for Government earth

station transmissions in connection with Project Apollo at the following sites only:

Goldstone, Calif. (35°23'20" N., 116°50'53" W.)

Cape Kennedy, Fla. (28°28'54" N., 80°34'35" W.)

Kaui, Hawaii (22°10'31" N., 159°40'16" W.)

Corpus Christi, Tex. (27°39'19" N., 97°22'49" W.)

Full power operation shall occur only when spacecraft launched as a part of Project Apollo are in actual flight. Operation at all other times shall be confined to laboratory tests or subdued radiation spacecraft tests, subject to the condition that no harmful interference is caused to TV broadcast auxiliary stations.

2. The table in § 74.602(a) is amended to add footnote designator "—" opposite the entry "2093-2100" Mc/s in the "Band A" column and add a footnote to the table as follows:

§ 74.602 Frequency assignment.

(a) * * *

The frequencies 2106.4 Mc/s and 2101.8 Mc/s may be assigned to Government earth stations at the locations listed below only, for transmissions in connection with Project Apollo.

Goldstone, Calif. (35°23'20" N., 116°50'53" W.)

Cape Kennedy, Fla. (28°28'54" N., 80°34'35" W.)

Corpus Christi, Tex. (27°39'19" N., 97°22'49" W.)

Kaui, Hawaii (22°07'31" N., 159°40'16" W.)

Full power operation will occur only when spacecraft launched as a part of Project Apollo are in actual flight and at such times TV auxiliary stations operating in the channel 2093-2110 Mc/s must accept any interference that may be caused by such operation. Operation at all other times shall be confined to laboratory testing and subdued radiation spacecraft tests, subject to the condition that no harmful interference is caused to TV auxiliary stations. TV auxiliary stations are not required to afford interference protection to Project Apollo stations.

[F.R. Doc. 64-10967; Filed, Oct. 27, 1964; 8:48 a.m.]

SMALL BUSINESS ADMINISTRATION

[13 CFR Part 121]

[Rev. 4]

SMALL BUSINESS SIZE STANDARDS

Proposal To Amend Definition Small Business Nonmanufacturer for Purpose of Government Procurements and Subcontracting

Notice is hereby given that the Administrator of the Small Business Administration proposes to amend the Small Business Size Standards Regulation (Revision 4) by establishing a new definition for a small business nonmanufacturer in the thread industry.

The present definition of a small business nonmanufacturer for the purpose of Government procurement reserved for or involving the preferential treatment of small business, states that a nonmanufacturer shall furnish in the performance of the contract the products of a small business manufacturer or producer: provided,

however, if the goods to be produced are wool, worsted, knitwear, duck, webbing, and thread (spinning and finishing), nonmanufacture (dealers and converters) shall furnish such products which have been manufactured or produced by a small weaver (small knitter for knitwear) and, if finishing is required, by a small finisher.

It has come to the attention of the SBA that the absence of small business spinners presents an industry wide problem in that small dealers and converters are unable to comply with or qualify under the present definition. Therefore, it is proposed that "spinning" be deleted from § 121.3-8(c)(2) and that finishing of thread be defined as all dyeing, bleaching, glazing, mildew proofing, coating, waxing and other applications required by the pertinent specification, but excluding mercerizing, throwing or twisting operations.

Interested persons may file with the Small Business Administration within thirty (30) days after publication in the FEDERAL REGISTER written statements of facts, opinions, or arguments concerning the proposed definition.

All correspondence shall be addressed to:

Office of Economic Adviser,
Small Business Administration,
Washington 25, D.C.

It is proposed to change the definition of a small business nonmanufacturer for the purpose of bidding on Government procurements for products produced by the thread industry as follows:

1. Deleting § 121.3-8(c)(2) in its entirety and substituting in lieu thereof:

§ 121.3-3 Definition of small business for Government procurement.

(c) Nonmanufacturing. * * *

(2) In the case of Government procurement reserved for or involving the preferential treatment of small businesses, such nonmanufacturer shall furnish in the performance of the contract the products of a small business manufacturer or producer which products are manufactured or produced in the United States: *Provided, however*, if the goods to be furnished are wool, worsted, knitwear, duck, and webbing (spinning and finishing), nonmanufacturers (dealers and converters) shall furnish such products which have been manufactured or produced by a small weaver (small knitter for knitwear), and, if finishing is required, by a small finisher. If the procurement is for thread, nonmanufacturers (dealers and converters) must furnish such products which have been finished by a small finisher. (Finishing of thread is defined as all "dyeing, bleaching, glazing, milder proofing, coating, waxing and other applications required by the pertinent specification, but excluding mercerizing, throwing or twisting operations").

Dated: October 20, 1964.

EUGENE P. FOLEY,
Administrator.

[F.R. Doc. 64-10934; Filed, Oct. 27, 1964; 8:45 a.m.]

Notices

DEPARTMENT OF AGRICULTURE

Office of the Secretary
NORTH CAROLINA

Designation and Extension of Areas for Emergency Loans

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

NORTH CAROLINA

Bladen.	Johnston.
Craven.	Lenoir.
Duplin.	Macon.
Edgecombe.	Madison.
Gates.	Pender.
Greene.	Pitt.
Halifax.	Sampson.
Henderson.	Wayne.
Hertford.	

It has also been determined that in the hereinafter-named county in the State of North Carolina which is presently designated the above-mentioned natural disasters have caused a continuing need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

North Carolina:	Previous designation
Northampton	28 F.R. 13407

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties 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 22d day of October 1964.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 64-10943; Filed, Oct. 27, 1964;
8:45 a.m.]

DEPARTMENT OF COMMERCE

Bureau of the Census

ANNUAL SURVEYS IN MANUFACTURING AREA

Notice of Consideration

Notice is hereby given that the Bureau of the Census is considering a proposal to continue or initiate the annual surveys listed below for the year 1964 and for each year thereafter, under the authority of Title 13, United States Code,

No. 211—3

sections 181, 224, and 225 approved August 31, 1954. These surveys, most of which have been conducted for many years, are significant in the manufacturing area and on the basis of information and recommendations received by the Bureau of the Census, the data have significant application to the needs of the public and industry and are not available from non-Governmental or other Governmental sources.

The establishments covered by these surveys directly account for the bulk of all manufacturing employment. The information to be developed from these surveys is necessary to an adequate measurement of total industrial production. Government agencies need data on the output of these industries. Manufacturers in the industries involved, as well as their suppliers and customers and the general public, have all requested such data in the interest of business efficiency and stability.

Such surveys, if conducted, shall begin not earlier than 30 days after publication of this notice in the FEDERAL REGISTER.

Report forms in most instances furnishing data on shipments and/or production and in some instances on stocks, unfilled orders, orders booked, consumption, etc., will be required of all or a sample of establishments engaged in the production of the items covered by the following list of surveys. The surveys have been arranged under major group headings shown in the revised Standard Industrial Classification Manual (1957 edition) promulgated by the Bureau of the Budget for the use of Federal statistical agencies.

MAJOR GROUP 20—FOOD AND KINDRED PRODUCTS

Salad dressings.
Prepared animal feeds.
Confectionery.

MAJOR GROUP 22—TEXTILE MILL PRODUCTS

Stocks of wool (as of Jan. 1, 1964).
Cotton and synthetic woven goods finished.
Narrow fabrics.
Knit cloth for sale.
Woolen and worsted machinery activity.
Yarn production.
Rugs, carpets, and carpeting.

MAJOR GROUP 23—APPAREL AND OTHER FINISHED PRODUCTS MADE FROM FABRICS AND SIMILAR MATERIALS

Gloves and mittens.
Apparel.
Brassieres, corsets, and allied garments.
Sheets, pillowcases, and towels.

MAJOR GROUP 24—LUMBER AND WOOD PRODUCTS, EXCEPT FURNITURE

Hardwood plywood.
Softwood plywood.
Lumber.

MAJOR GROUP 25—FURNITURE

Office furniture.

MAJOR GROUP 26—PAPER AND ALLIED PRODUCTS

Pulp, and detailed grades of paper and board.

MAJOR GROUP 28—CHEMICALS AND ALLIED PRODUCTS

Sulfuric acid.
Industrial gases.
Inorganic chemicals.
Pharmaceutical preparations, except biologicals.

MAJOR GROUP 30—RUBBER AND MISCELLANEOUS PLASTICS PRODUCTS

Plastics products.

MAJOR GROUP 31—LEATHER AND LEATHER PRODUCTS

Shoes and slippers (by method of construction).

MAJOR GROUP 32—STONE, CLAY, AND GLASS

Pressed and blown glassware.
Fibrous glass.

MAJOR GROUP 33—PRIMARY METAL INDUSTRIES

Steel mill products.
Insulated wire and cable.

MAJOR GROUP 34—FABRICATED METAL PRODUCTS, EXCEPT ORDNANCE, MACHINERY, AND TRANSPORTATION EQUIPMENT

Aluminum foil, converted.
Steel power boilers.
Heating and cooking equipment.

MAJOR GROUP 35—MACHINERY, EXCEPT ELECTRICAL

Internal combustion engines.
Tractors.
Farm machines and equipment.
Mining machinery and equipment.
Vending machines.
Air-conditioning and refrigeration equipment.
Office, computing, and accounting machines.
Pumps and compressors.

MAJOR GROUP 36—ELECTRICAL MACHINERY, EQUIPMENT, AND SUPPLIES

Radios, television, and phonographs.
Motors and generators.
Wiring devices and supplies.
Switchgear, switchboard apparatus, relays and industrial controls.
Selected electronic and associated products.
Electric housewares and fans.
Electric lighting fixtures.

MAJOR GROUP 38—PROFESSIONAL, SCIENTIFIC, AND CONTROLLING INSTRUMENTS; PHOTOGRAPHIC AND OPTICAL GOODS; WATCHES AND CLOCKS

Selected instruments and related products.
Atomic energy products and services.

The following list of surveys represents annual counterparts of monthly, quarterly, and semiannual surveys and will cover only those establishments which are not canvassed or do not report in the more frequent survey. Accordingly, there will be no duplication in reporting. The content of these annual reports will be identical with that of the monthly, quarterly, and semiannual reports except for Construction Machinery which will additionally call for data on shipments of power cranes and shovels, concrete mixers, and attachments for contractors' off-highway type tractors. Also, reports on man-made fiber, silk, woolen and worsted fabrics, on finishing plants, and

on piece goods inventories listed below will call for information relating to the monthly fluctuations of stocks and unfilled orders for woven fabrics in addition to the annual production data.

MAJOR GROUP 20—FOOD AND KINDRED PRODUCTS

Flour milling products.
Confectionery products.

MAJOR GROUP 22—TEXTILE MILL PRODUCTS

Man-made fiber, silk, woolen and worsted fabrics.
Finishing plant report-broad woven fabrics.
Piece goods inventories and orders.
Broad woven goods (cotton, wool, silk, and synthetic).
Consumption of wool and other fibers, and production of tops and nolls.

MAJOR GROUP 25—FURNITURE AND FIXTURES

Mattresses and bedsprings.

MAJOR GROUP 26—PAPER AND ALLIED PRODUCTS

Consumers of wood pulp.
Converted flexible packaging products.

MAJOR GROUP 28—CHEMICALS AND ALLIED PRODUCTS

Superphosphates.
Paint, varnish, and lacquer.

MAJOR GROUP 29—PETROLEUM REFINING AND RELATED INDUSTRIES

Asphalt and tar roofing and siding products.

MAJOR GROUP 30—RUBBER AND MISCELLANEOUS PLASTICS PRODUCTS

Rubber.

MAJOR GROUP 31—LEATHER AND LEATHER PRODUCTS

Shoes and slippers.

MAJOR GROUP 32—STONE, CLAY AND GLASS

Glass containers.
Refractories.
Clay construction products.

MAJOR GROUP 33—PRIMARY METAL INDUSTRIES

Nonferrous castings.
Steel forgings.
Iron and steel foundries, blast furnaces, and steel ingot producers.
Magnesium mill products.

MAJOR GROUP 34—FABRICATED METAL PRODUCTS, EXCEPT ORDNANCE, MACHINERY, AND TRANSPORTATION EQUIPMENT

Plumbing fixtures.
Steel shipping barrels, drums, and pails.
Closures for containers.
Metal cans.

MAJOR GROUP 35—MACHINERY, EXCEPT ELECTRICAL

Construction machinery.
Metalworking machinery.
Farm pumps.
Fans, blowers, and unit heaters.
Typewriters.

MAJOR GROUP 36—ELECTRICAL MACHINERY, EQUIPMENT, AND SUPPLIES

Electric lamps.
Fluorescent lamp ballasts.

MAJOR GROUP 37—TRANSPORTATION EQUIPMENT

Aircraft engines.
Complete aircraft.
Backlog of orders for aircraft, space vehicles, missiles, engines, and selected parts.
Aircraft propellers.
Truck trailers.

Also, the Annual Survey of Manufactures will be conducted and will call for general statistical data such as employ-

ment, payroll, manhours, capital expenditures, cost of materials consumed, etc., in addition to information on value of products shipped and quantity data for selected classes of products. This survey, while conducted on a sample basis, will cover all manufacturing industries. Data on employment and payrolls for auxiliary establishments of manufacturing companies such as central administrative offices, warehouses, etc. will be included.

A survey of Research and Development costs will also be conducted. The data to be obtained will be limited to total research and development costs of work performed by the company, total cost of research and development work performed for the Federal Government, and, for comparative purposes, total net sales and receipts, and total employment of the company.

Copies of the proposed forms are available on request to the Director, Bureau of the Census, Washington 25, D.C.

Any suggestions or recommendations concerning the subject matter of these proposed surveys should be submitted in writing to the Director of the Census within 30 days after the date of publication and will receive consideration.

Dated: October 15, 1964.

RICHARD M. SCAMMON,
Director.

[F.R. Doc. 64-10936; Filed, Oct. 27, 1964;
8:45 a.m.]

Maritime Administration

[Report No. 43]

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

SECTION 1. The Maritime Administration is making available to the appropriate Departments the following list of vessels which have arrived in Cuba since January 1, 1963, based on information received through October 19, 1964, exclusive of those vessels that called at Cuba on United States Government-approved noncommercial voyages and those listed in section 2. Pursuant to established United States Government policy, the listed vessels are ineligible to carry United States Government-financed cargoes from the United States.

FLAG OF REGISTRY AND NAME OF SHIP

	Gross tonnage
Total all flags—(240 ships) ..	1,691,551
British (81 ships) ..	618,642
Amalia ..	7,189
Amazon River ..	7,234
Ardenode ..	7,036
Ardgem ..	6,981
Ardmore ..	4,664
Ardpatrick ..	7,054
Ardrowan ..	7,300
Ardsirod ..	7,025
**Arlington Court (now Southgate—British flag) ..	
Athelcrown (Tanker) ..	11,149

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

FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
British—Continued	
Athelduke (Tanker) ..	9,089
Athelmere (Tanker) ..	7,524
Athelmonarch (Tanker) ..	11,182
Athelsultan (Tanker) ..	9,149
Avisfaith ..	7,868
Baxtergate ..	8,813
Canuk Trader ..	7,151
Cedar Hill ..	7,156
Chipbee ..	7,271
**Cosmo Trader (trip to Cuba under ex-name, Ivy Fair—British flag) ..	
Dalren ..	4,939
Denmark Hill ..	7,150
East Breeze ..	8,708
Eastfortune ..	8,789
Elrini ..	7,402
Free Enterprise ..	6,807
Free Merchant ..	5,237
**Garthdale (now Jeb Lee—British flag) ..	7,542
Grosvenor Mariner ..	7,026
Hazelmoor ..	7,907
*Helka ..	2,111
Hemisphere ..	8,718
Ho Fung ..	7,121
Inchstaffa ..	5,255
**Ivy Fair (now Cosmo Trader—British flag) ..	7,201
**Jeb Lee (trip to Cuba under ex-name, Garthdale—British flag) ..	
Kinross ..	5,388
**Kirriemoor (now Jhelum—Pakistani flag) ..	5,923
La Hortensia ..	9,486
Linkmoor ..	8,236
London Endurance (Tanker) ..	10,081
London Spirit (Tanker) ..	10,176
London Valour (Tanker) ..	16,268
Maratha Enterprise ..	7,166
Muswell Hill ..	7,131
Nancy Dee ..	6,597
Newdene ..	7,181
Newforest ..	7,185
Newgate ..	6,743
Newglade ..	7,368
Newgrove ..	7,172
Newheath ..	5,891
Newhill ..	7,855
Newlane ..	7,043
Newmeadow ..	5,654
Oceanramp ..	6,185
Oceantravel ..	10,477
Overseas Pioneer (Tanker) ..	16,267
Peony ..	9,037
Redbrook ..	7,388
Ruthy Ann ..	7,361
St. Antonio ..	6,704
Sandend ..	7,236
Santa Granda ..	7,229
Sea Coral ..	10,421
Sea Empress ..	10,074
Shienfoon ..	7,127
Shun Fung ..	7,148
Soclyve ..	7,291
**Southgate (previous trips to Cuba under ex-name, Arlington Court—British flag) ..	9,662
Stanwear ..	8,108
Sudbury Hill ..	7,140
Suva Breeze ..	4,970
Swift River ..	7,251
Thames Breeze ..	7,878
**Timios Stavros (previous trips to Cuba under Greek flag) ..	5,269
Venice ..	8,611
Vercharmian ..	7,265
Vermont ..	7,381
West Breeze ..	8,718
Woldingham Hill ..	7,113
Yungfutary ..	5,388
Yunglutaton ..	5,414
Zela M. ..	7,237

*Added to Report No. 42, appearing in the FEDERAL REGISTER issue of October 14, 1964.

FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
Lebanese (57 ships)-----	381,488
Agia Sophia-----	3,106
Aiolos II-----	7,256
Ais Gianni-----	6,997
Akamas-----	7,285
Al Amin-----	7,186
Alaska-----	6,989
Anthas-----	7,044
Antonios-----	6,259
Ares-----	4,557
Areti-----	7,176
Aristefs-----	6,995
Astir-----	5,324
Athamas-----	4,729
Carnation-----	4,884
**Christos (trip to Cuba under ex-name, Pamit—Greek flag)	
Claire-----	5,411
Cris-----	6,032
Dimos-----	7,187
Free Trader-----	7,067
Giorgos Tsakiroglou-----	7,240
Granikos-----	7,282
Ilena-----	5,925
Ioannis Aspiotis-----	7,297
Kalliope D. Lemos-----	5,103
Kepetanissa-----	7,281
Katerina-----	9,357
Leftrie-----	7,176
Malou-----	7,145
Mantric-----	7,255
Marichristina-----	7,124
Marymark-----	4,383
Mersinidi-----	6,782
Mimosa-----	7,314
Mousse-----	6,984
Nietric-----	7,296
Noelle-----	7,251
Noemi-----	7,070
Oiga-----	7,199
Panagos-----	7,133
Parmarina-----	6,721
**Razani (broken up)	
Rio-----	7,194
St. Anthony-----	5,349
St. Nicolas-----	7,165
San George-----	7,267
San John-----	5,172
San Spyridon-----	7,260
Stevio-----	7,066
Taxiarhis-----	7,349
Terrie-----	7,045
Theodoros Lemos-----	7,198
Theologos-----	6,529
Toula-----	4,561
Troyan-----	7,243
Vassiliki-----	7,192
Vastric-----	6,453
Vergolivada-----	6,339
Yanxilas-----	10,051

Greek (42 ships)-----

	316,647
Agios Therapon-----	5,617
Akastos-----	7,331
Aldebaran (Tanker)-----	12,897
Alice-----	7,189
**Ambassade (sold Hong Kong shipbreakers)	
Americana-----	7,104
Anacreon-----	7,359
Anatoli-----	7,178
**Andromachi (previous trips to Cuba under ex-name, Penelope— Greek flag)	
Antonia-----	6,712
Apollon-----	5,171
Armuthia-----	9,744
Athanassios K-----	7,091
Barbarino-----	7,216
Calliope Michalos-----	7,084
Capetan Petros-----	7,249
**Embassy (broken up)	
Everest-----	7,291
Everest-----	7,031

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

FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
Greek—Continued	
Flora M-----	7,244
Gallini-----	7,268
**Gloria (now Helen—Greek flag)	
Helen (trip to Cuba under ex- name, Gloria—Greek flag)-----	7,128
Irena-----	7,232
Istros II-----	7,275
Kapetan Kostis-----	5,032
Kyra Harikila-----	6,888
Maria Theresa-----	7,245
Marigo-----	7,147
Maroudio-----	7,369
Mastro-Stellos II-----	7,282
**Nicolaos F. (previous trip to Cuba under ex-name, Nicolaos Frangistas—Greek flag)	
**Nicolaos Frangistas (now Nico- laos F.—Greek flag)	
**Pamit (now Christos—Lebanese flag)	
Pantanasia-----	3,929
Paxoi-----	7,131
**Penelope (now Andromachi— Greek flag)	
Perseus (Tanker)-----	7,144
**Plate Trader (trip to Cuba un- der ex-name, Stylianos N. Vlas- sopoulos—Greek flag)	
**Presvia (broken up)	
Propontis-----	15,852
Redestos-----	10,820
**Seiros (broken up)	
Sophia-----	7,128
**Stylianos N. Vlassopoulos (now Plate Trader—Greek flag)	
**Timios Stavros (now British flag)	
Tina-----	5,911
Western Trader-----	7,239
	7,030
	7,362
	9,268
Polish (13 ships)-----	87,426
Baltik-----	6,963
Bialystok-----	7,173
Bytom-----	5,967
Chopin-----	6,987
Chorzow-----	7,237
Huta Florian-----	7,258
Huta Labedy-----	7,221
Huta Ostrowiec-----	7,175
Huta Zgoda-----	6,840
Kopalnia Miechowice-----	7,223
Kopalnia Siemianowice-----	7,165
Kopalnia Wujek-----	7,033
Piast-----	3,184

Italian (12 ships)-----

	102,013
Achille-----	6,950
Agostino Bertani-----	8,380
Andrea Costa (Tanker)-----	10,440
Aspromonte-----	7,154
Giuseppe Giulietti (Tanker)-----	17,519
Montiron-----	1,595
Nazareno-----	7,173
Nino Bixio-----	8,427
San Francesco-----	9,284
San Nicola (Tanker)-----	12,461
Santa Lucia-----	9,278
Somalia-----	3,352

Yugoslav (7 ships)-----

	49,926
Bar-----	7,233
Cavtat-----	7,266
Cetinje-----	7,200
Dugi Otok-----	6,997
Mojkovac-----	7,125
Promina-----	6,960
**Trebinjica (Wrecked)	
	7,145

Spanish (5 ships)-----

	6,193
Escorpion-----	999
Sierra Andia-----	1,596
Sierra Aranzazu-----	1,600
Sierra Madre-----	999

FLAG OF REGISTRY, NAME OF SHIP—Continued

	Gross tonnage
Spanish—Continued	
Sierra Maria-----	999
French (5 ships)-----	12,652
Circe-----	2,874
Enee-----	1,232
Mungo-----	4,820
Nelee-----	2,874
Neve-----	852
Moroccan (5 ships)-----	35,828
Atlas-----	10,392
Banora-----	3,082
Marrakech-----	3,214
Mauritanie-----	10,392
Toubkal-----	8,748
Finnish (4 ships)-----	32,849
Augusta Paulin-----	7,096
*Ragni Paulin-----	6,823
Susan Paulin-----	7,239
Valny (Tanker)-----	11,691
Norwegian (3 ships)-----	21,739
Ole Bratt-----	5,252
Polyclipper (Tanker)-----	11,737
**Tine—(now Jezreel—Panama- nian flag)	
	4,750
Swedish (3 ships)-----	17,123
Amfred-----	2,828
**Atlantic Friend—(now Atlantic Venture—Liberian flag)	
Dagmar-----	7,805
	6,490
Kuwaiti (1 ship):	
Maha-----	1,392
Cypriot (1 ship):	
Adelphos Petrakis-----	7,134
Netherlands (1 ship):	
Tempo-----	499
Liberian:	
**Atlantic Venture (trip to Cuba under ex-name, Atlantic Friend—Swedish flag)	
Panamanian:	
**Jezreel (trip to Cuba under ex- name, Tine—Norwegian flag)	
Pakistani:	
**Jhelum (trip to Cuba under ex- name, Kirleemoor—British flag)	

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

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

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

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

FLAG OF REGISTRY AND NAME OF SHIP

a. Since last report:

	Gross tonnage
British (5 ships).....	56,323
London Glory (Tanker).....	10,081
London Majesty (Tanker).....	12,132
London Pride (Tanker).....	10,776
London Splendour (Tanker).....	16,195
Maple Hill.....	7,139
Greek (2 ships).....	32,959
Proteus (Tanker).....	16,718
Sirius (Tanker).....	16,241
Norwegian (1 ship):	
Lovdal (Tanker).....	12,764

b. Previous reports:

Flag of registry:	Number of ships
British.....	19
Danish.....	1
French.....	1
German (West).....	1
Greek.....	16
Italian.....	5
Japanese.....	1
Norwegian.....	2
Spanish.....	1

SEC. 3. The ships listed in sections 1 and 2 have made the following number of trips to Cuba since January 1, 1963, based on information received through October 19, 1964:

Flag of registry	Number of trips											
	1964											Total
	1963	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	
British.....	133	15	7	21	20	18	19	18	17	12	2	282
Lebanese.....	64	6	4	13	8	8	10	8	9	9		139
Greek.....	99	1	5	3		6	1	1	5	2		123
Italian.....	16	1		1	3	1	4	2	2			30
Norwegian.....	14	2	1		1	2	1		1			22
Spanish.....	8		3		3		2	2	2	1		21
Moroccan.....	9		2			2	1	3	1	2	2	22
Yugoslav.....	12	1	1	1	1			3		2		21
French.....	8				1			2	2			13
Swedish.....	3						2					5
Finnish.....	1						1		1			4
Kuwaiti.....								1		1		2
Cypriot.....								1				1
Danish.....	1											1
German (West).....	1											1
Japanese.....	1											1
Netherlands.....										1		1
Sub Total.....	370	26	23	39	37	37	41	41	40	31	4	689
Polish.....	18	1	3	1	2		2	1		2		30
Grand Total.....	388	27	26	40	39	37	43	42	40	33	4	719

NOTE: Trip totals in this section exceed ship totals in Sections 1 and 2 because some of the ships made more than one trip to Cuba.

By order of the Deputy Maritime Administrator.

Dated: October 22, 1964.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 64-10981; Filed, Oct. 27, 1964; 8:50 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[Docket No. D-82; NDA 11-331]

BARIATRIC CORP.

Neo-Barine; Notice of Withdrawal of Approval of New-Drug Application

On May 21, 1964, the Commissioner of Food and Drugs issued a Notice of Opportunity for Hearing on his proposal to issue an order withdrawing approval of New-Drug Application No. 11-331 and all amendments and supplements thereto held by the Bariatric Corporation, Coral Gables, Fla., for the drug Neo-Barine, on the following grounds:

1. New evidence of clinical experience, not contained in such application or not available until after such application was approved, evaluated together with the evidence available when the application was approved, shows that the drug is not

shown to be safe for use under the conditions of use upon the basis of which the application was approved, in that clinical experience shows that the use of Neo-Barine produces the same physiological effects as the administration of thyroid and that its use has been associated with undesirable thyrotoxic side effects.

2. New-Drug Application No. 11-331 contains untrue statements of material fact, in that there are differences in the conditions of use prescribed, recommended, or suggested by the applicant for Neo-Barine from the conditions of such use stated in the application and differences in the labeling from the specimens contained in the application: To wit, that there is no increase in calcium, phosphorus, chloride, or nitrogen excretion with use of Neo-Barine; that blood protein and 17 ketosteroids remain within normal limits; that urinary ketones remain negative; that elevated blood cholesterol levels significantly decrease; that it is not an anorexic agent but an anti-adipogenic antago-

nistic to the storage of fat which mediates its action through adipose tissue; that it reduces food requirements resulting in a spontaneous reduction of food consumed without drugs to curb appetite; that weight increase does not take place after withdrawal of Neo-Barine; that energy requirements are satisfied on Neo-Barine; that side reactions will disappear spontaneously within a few days without change of dosage, though it may be necessary, in some cases, to suspend medication for a few days; that medium-acting barbiturates, such as pentobarbital, control tremors; that an occasional patient exhibits muscle weakness, especially of the legs, at the start of treatment which is controlled by 7½ grains of potassium chloride daily for a few weeks; that diuretics may be employed for patients exhibiting a tendency to fluid retention; that it is not contraindicated in hypertension; that it may result in elevated blood sugar; that it is contraindicated in the presence of pregnancy or a previous history of iodism; that children over 13 years old tolerate it at the same levels as given to adults; that it contains 1.06 percent thyroxine; that it may be administered to patients having diabetes, colitis, or hypertension; and that it may produce a marked drop in blood pressure.

The Notice of Opportunity was sent by certified mail and received by the Bariatric Corporation on May 26, 1964. It was published in the FEDERAL REGISTER on May 27, 1964 (29 F.R. 6963).

On June 24, 1964, the Bariatric Corporation, pursuant to the provisions of 21 CFR Part 130, elected to avail itself of the opportunity for hearing afforded by the Commissioner's notice.

Pursuant to the request for hearing, on June 29, 1964, John L. Harvey, Deputy Commissioner of Food and Drugs, designated William E. Brennan as Hearing Examiner to conduct the hearing on the Commissioner's proposal to withdraw approval for NDA 11-331 and all amendments and supplements thereto for Neo-Barine.

On August 3, 1964, the prehearing conference was held, and at the request of the Bariatric Corporation a postponement of the hearing from August 10, 1964, date was granted. As a further result of the prehearing conference a prehearing order was entered by the Examiner on August 7, 1964, specifying, among other matters, the issues to be resolved at the hearing.

On August 24, 1964, the hearing commenced with the presentation of the Food and Drug Administration's evidence. This hearing continued from time to time until September 21, 1964, when the Bariatric Corporation requested a continuance of the hearing to October 6, 1964. This continuance was granted, over objection of Government counsel, by the hearing examiner on the agreement of the Bariatric Corporation to cease distribution of Neo-Barine as of September 21, 1964. The purpose of the continuance was, as stated by counsel for Bariatric Corporation, to provide counsel with time in which to consult

with officers of the Corporation to determine which of two alternative courses of action to follow in light of the progress of the hearing to date. The alternatives were (1) to continue the hearing in the manner provided by statute; or (2) to withdraw the Company's request for hearing with the result that the Commissioner would withdraw approval of the New-Drug Application.

By letter dated October 1, 1964, to the hearing examiner, and received October 5, 1964, the Bariatric Corporation withdrew its election to avail itself of the opportunity for a public hearing on the proposed withdrawal of the New-Drug Application No. 11-331 for Neo-Barine.

Therefore, the Bariatric Corporation, Coral Gables, Florida, holder of the New-Drug Application No. 11-331, having availed itself of an opportunity for a public hearing pursuant to the Notice of Opportunity for Hearing published May 27, 1964, and having proceeded to hearing on August 24, 1964, and then withdrawing its request for hearing on October 1, 1964, and no other party having elected or appeared:

The Commissioner of Food and Drugs, by virtue of the authority vested in the Secretary of Health, Education, and Welfare by the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 505 (e), 52 Stat. 1053; 21 U.S.C. 355(e)) and delegated to the Commissioner by the Secretary (21 CFR 2.90; 29 F.R. 471) finds that, on the basis of new evidence of clinical experience, not available until after the New-Drug Application for Neo-Barine was approved, evaluated together with the evidence available when the application was approved, the drug Neo-Barine produces the same physiological effects as the administration of thyroid and its clinical use causes undesirable thyrotoxic side effects, and that therefore Neo-Barine is not shown to be safe for use under the conditions for use upon the basis of which the application was approved.

The Commissioner further finds that New-Drug Application 11-331 for Neo-Barine contains untrue statements of material fact, in that there are differences in the conditions of use prescribed, recommended, or suggested by the Bariatric Corporation from the conditions of use stated in the application. Such differences consist of claims and representations about the drug Neo-Barine that have never been submitted as part of the New-Drug Application 11-331 for Neo-Barine and about which Bariatric Corporation has never submitted supporting data.

Therefore, on the foregoing findings of fact, the approval of New-Drug Application 11-331, applying to Neo-Barine, is withdrawn, effective on the date of signature of this document.

Dated: October 22, 1964.

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

[F.R. Doc. 64-10959; Filed, Oct. 27, 1964; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15353; Order E-21430]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding North Atlantic Excursion Fares

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 23d day of October 1964.

Agreement adopted by Joint Conference 1-2 of the International Air Transport Association relating to North Atlantic excursion fares; Docket No. 15353, Agreement C.A.B. 17993.

There has been filed with the Board pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers and other carriers, embodied in the resolutions of Joint Conference 1-2 of the International Air Transport Association (IATA). The agreement, which has been assigned the above-designated C.A.B. agreement number, was adopted at meetings in Athens and carries an early effectiveness date of October 25, 1964.

The agreement will permit the application of 14-21 day round-trip excursion travel on the North Atlantic during the winter period November 6 through February 14, which travel is now prohibited during this period by the terms of the existing agreement. The fares for travel have been set at a level \$35 higher than the current excursion fares, producing a New York-London fare of \$335. However, existing fares to Spain will be maintained. Existing restrictions against travel on weekends will be continued during this period, except with respect to transportation purchased, and for which firm reservations were made, prior to October 15, 1964, for travel to Spain and Portugal.

The Board has urged the carriers to offer reduced fares in the winter months when traffic is at a minimum and ample capacity exists to carry substantially increased traffic. The Board stressed this view particularly since the revised fare structure that became effective in April of this year did not include excursion fares as in preceding years and, thus, would result in an increase for many passengers traveling in the winter. The New York-London fare of \$335 provides a reduction of \$64 from the normal round-trip fare of \$399 and is lower than the \$350 excursion fare of last year. The Board would have favored still a lower fare as a means of adequately testing the traffic generating effects of a rock-bottom price during the winter. However, we believe that the proposed fare, the lowest jet fare ever offered in the winter, will afford some opportunity to test the generating effects of reduced winter fares.

The Board acting pursuant to sections 102, 204(a) and 412 of the Act, does not find the above-described agreement, in-

corporated in IATA Resolution JT12(33) 080c, to be adverse to the public interest or in violation of the Act.

Accordingly, it is ordered, That, Agreement C.A.B. 17993 is approved.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-10977; Filed, Oct. 27, 1964; 8:49 a.m.]

[Docket No. 15353; Order E-21433]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Interline Arrangements With Non-IATA Carriers

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 23d day of October 1964.

Agreement adopted by the traffic conferences of the International Air Transport Association relating to interline arrangements with non-IATA carriers; Docket No. 15353, Agreement C.A.B. 17845 R-65 through R-68.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers embodied in the resolutions of the Traffic Conferences of the International Air Transport Association (IATA) adopted at meetings held in Tokyo in June 1964. The agreement, which has been assigned the above-designated C.A.B. Agreement number, amends IATA Resolutions 850 (Form of Interline Traffic Agreement) and 851 (Interline Agreements with Non-IATA Carriers).

The amendment to Resolution 851, which sets forth the rules governing interline arrangements of a bilateral nature with non-IATA carriers, extends to Traffic Conference 1 and all of Traffic Conference 3 existing provisions applicable in the Middle East, Libya, Tunisia and India which require adherence by non-IATA carriers to IATA rules and practices. In addition, the revisions provide for the inspection by the IATA enforcement officer of the non-IATA carrier's records and accounts and in the event of a finding that the non-IATA carrier has failed to adhere to the IATA fares, rates, charges, rules, or practices

that appropriate corrective action be taken, including suspension of all the non-IATA carrier's interline agreements with IATA members for a period of up to two years.¹

Resolution 850, as noted, provides a standard form for interline traffic agreements. The amendments here proposed are substantially similar to those to be applicable to Resolution 851. It differs in that there are no broad exceptions specified insofar as United States carrier members are concerned.

Petitions in opposition to the resolutions have been filed on behalf of several non-IATA carriers; namely, Compania Ecuatoriana de Aviacion, S.A. (CEA), Transportes Aereos Nacionales, S.A. (TAN), Aerolineas Peruanas, S.A. (APSA), Aerovias Interamericanas de Panama, S.A. (APA), Trans Caribbean Airways, Inc., and Loftleidir, h.f. (Icelandic Airlines). TAN urges that the proposed revisions will legislate fares, rates, charges, rules and practices of non-IATA carriers insofar as the latter might interchange a through passenger with a United States domestic airline which happened to have an IATA membership and asks that the status quo as established by the Board's decision in the IATA Regional Traffic Conference, Investigation,² 24 C.A.B. 463 (1957), be maintained. In addition, other carriers object to the restrictions imposed upon interline arrangements with non-IATA carriers whether or not the restrictions are applicable to transportation involving in part a domestic segment of the United States carrier member and point to the antitrust implications and public interest implications involved in such restrictions.

Responses have been received from Pan American World Airways, Inc., Pan American-Grace Airways, Inc., and

Trans World Airlines, Inc. In general, these IATA carriers note that the Board has previously approved in Order E-19384 stipulations requiring adherence by non-IATA carriers to IATA agreed fares, rates, or charges in connection with certain interline movements involving IATA and non-IATA carriers. These carriers contend that the amendments before the Board are not inconsistent with the TAN case; that, on the contrary, the exceptions in these amendments are broader than would have been required by the TAN case; that, to the extent the amendments are applicable in foreign air transportation, they are consistent with the TAN case in that inhibitions in foreign air transportation were recognized as reasonable regulations in the interest of a stabilized fare structure; and that the non-IATA carrier complainants have not shown a need for broadening the exceptions created by the TAN case. With respect to inspection and enforcement procedures, the responding IATA carriers contend that they are necessary to control violations by non-IATA carriers of agreements in which they have entered into. The statement is made that irrespective of the requirements of the agreements, non-IATA carriers continue to charge less than through fares when writing tickets, that such disregard of the agreements has forced other non-IATA carriers to follow suit and has led to another form of evasion whereby IATA members set up a non-IATA subsidiary in order to meet such competition, and presumably, engage in similar rate cutting.

The terms of the amendments, when read in conjunction with existing provisions that are not proposed to be modified, are not entirely free from doubt as to their meaning or intended application.

The resolutions appear to duplicate language in existing provisions requiring adherence to fares, rates, or charges. The exception imposed by the TAN decision which prohibits the application of IATA resolutions to United States carrier members where transportation is over their domestic sector only is reflected in the language of Resolution 851. It is not so reflected in Resolution 850.

In addition, the proposed exception in Resolution 851 with respect to the inapplicability to non-IATA carriers of IATA rules and practices when the transportation to be performed by the United States carrier members is " * * * only over a United States domestic sector and/or only between a point in the United States, its territories, or possessions and a point in TC1 outside thereof; * * *" is indecipherable. We assume it was intended to grant exemption when the transportation to be performed by the United States member is (1) over a United States domestic sector, or (2) between a point in the United States, its territories, or possessions and a point in TC1 outside thereof, or (3) over a United States domestic sector and involves transportation to or from points on such sector and a point in TC1 outside of the United States, its territories,

or possessions. However, the literal language of the provision leaves the intent of the parties obscure at best.³

In any event, as we understand the resolutions, their intended effect is to require adherence by non-IATA carriers to rules and practices as well as fares, rates, or charges and to establish inspection and enforcement procedures. Except as conditioned by the Board's order in the TAN case the standard form of agreement (Resolution 850) would require adherence to IATA fares, rates, charges, rules and practices. Insofar as bilateral interline agreements are concerned (Resolution 851), the amendments would appear to be of relatively limited applicability in air transportation by virtue of the exceptions accorded United States carrier members.

The complainants appear to have erroneously assumed that the resolutions insofar as they relate to rates, fares, and charges are new. In any event, the complaints are directed to the IATA resolutions requiring non-IATA carriers to adhere to IATA fares, rates, and charges as well as to the new provisions requiring adherence to rules and practices and establishing enforcement procedures. TAN, for example, urges that the Board not depart from the conditions imposed in the TAN case, while APSA and others urge that the Board disapprove (or defer and investigate) the resolutions⁴ which they contend regulate their fares as well as rules and practices.

As the APSA complaint sets forth, there are serious antitrust implications inherent in agreements which, in effect, require non-IATA carriers to apply IATA rates in order to participate in interline traffic. On the other hand, as the Board concluded in the TAN case, jeopardy to the international rate structure may result if conditions broader than those imposed in the TAN case are applied. The extent of injury to non-IATA carriers and the impact on passengers moving in air transportation, absent a broadening of the TAN conditions, cannot be determined on the basis of the information at hand. No showing has been made as to the amount of interline traffic involved in air transportation other than that which moves over a U.S. domestic sector. Stated differently, the non-IATA carriers have not spelled out the amount of their traffic between two foreign points with interchange at a U.S. point, or of their interline traffic originating or destined to a United States point with interchange with IATA carriers at a foreign point; neither have they shown what the impact on such passengers would be as to paying increased fares. Therefore, without prejudice as to any showing that may be made, we find no basis on the record before us to

³ It is impossible for transportation to be performed only over a United States domestic sector and only between a point in the United States and a point in TC1 outside thereof (the same ambiguity is present in existing language).

⁴ This would mean that the IATA rate resolutions would not be binding at all upon IATA carriers with respect to any interline traffic with non-IATA carriers.

¹ An exception provides that the new provision as to rules and practices and enforcement " * * * shall not apply to a United States air carrier member with respect to adherence by the non-IATA carrier to IATA rules and practices where the transportation to be performed by such member is only over a United States domestic sector and/or only between a point in the United States, its territories or possessions and a point in TC1 outside thereof." The existing Resolution 851 contains broad exceptions. The restrictive provisions relating to fares, rates, or charges are not applicable to a U.S. carrier member " * * * where the transportation to be provided by such member is only over a United States domestic sector and/or only between a point in the United States, its territories, or possessions and a point outside thereof."

² The Board's opinion and order (E-10992) of January 31, 1957, Docket 7522, IATA Regional Traffic Conference, Investigation, as modified by Order E-11160 adopted March 25, 1957, provides that: "No IATA resolutions shall apply or be binding upon a United States air carrier member with respect to foreign air transportation which involves only a segment of such United States air carrier between a place in any State of the United States, or the District of Columbia, and a place in any other State of the United States, or the District of Columbia; or between places in the same State of the United States; or between places in the same territory or possession of the United States, or the District of Columbia."

broaden the provisions of the TAN decision and order which are still outstanding and controlling.

Although we have determined not to broaden the provisions of the TAN case, we are, nevertheless, concerned with the added rules, practices, and enforcement provisions. These provisions contained in Resolution 850 and 851 raise serious antitrust questions. The IATA carriers, moreover, have given no facts that would warrant the imposition of these extensive restrictive and punitive provisions. The inspection provisions which would permit access to the non-IATA carrier accounts and records, unless carried out under well-defined pre-agreed terms, could serve as an avenue for IATA carriers to acquire detailed knowledge of their competitors' activities. The sanctions which could require cancellation in the event of a rule infraction of a non-IATA carrier's interline agreements with all IATA carriers for a period of two years are unduly harsh and punitive. The impact of the penalty on the non-IATA carriers could be greater than any penalty which might be imposed on the IATA member found guilty of a violation.

Moreover, the language of the resolutions requiring adherence to rules and practices is far from explicit. In our view it could be subject to varying interpretations. Any requirements in this respect must be spelled out. Accordingly, we find the resolutions relating to rules, practices and enforcement, insofar as applicable to air transportation, adverse to the public interest.

The Board finds that the petitions of the above-named non-IATA carriers should be denied insofar as they request disapproval of provisions of IATA resolutions that require adherence by non-IATA carriers to IATA fares, rates, or charges and granted insofar as they request that the added provisions relating to rules, practices, and enforcement procedures and sanctions be rendered inapplicable in air transportation.

Accordingly, pursuant to the provisions of the Federal Aviation Act of 1958, and particularly sections 102, 204(a), and 412:

It is ordered, That:

1. The petitions of Compania Ecuatoriana de Aviacion, S.A., Transportes Aereos Nacionales, S.A., Aerolineas Peruanas, S.A., Aerovias Interamericanas de Panama, S.A., Trans Caribbean Airways, Inc., and Loftleidir, h.f., are granted insofar as they request that the subject resolutions relating to rules, practices and enforcement provisions be rendered inapplicable in air transportation as defined by the Act and denied insofar as they request disapproval (or deferral and investigation) of IATA resolutions requiring adherence by non-IATA carriers to IATA fares, rates, and charges.

2. Agreement C.A.B. 17845, R-65 through R-68, which incorporates the following resolutions is approved, provided that such approval shall not apply in air transportation as defined by the Act.

Agreement CAB 17845	IATA No.	Title
R-65-----	850	Form of Interline Traffic Agreement—Amending I.
R-66-----	850	Form of Interline Traffic Agreement—Amending II.
R-67-----	851	Interline Agreements with Non-IATA Carriers—Amending (I).
R-68-----	851	Interline Traffic Agreement with Non-IATA Carriers—Amending (II).

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-10978; Filed, Oct. 27, 1964;
8:49 a.m.]

[Docket No. 14818]

OZARK AIR LINES, INC.

Renewal of Segments 12, 13, 14, and 15; Notice of Postponement of Hearing

Notice is hereby given pursuant to the Federal Aviation Act of 1958, as amended, that the hearing in the above-entitled proceeding now assigned to be held November 17, is postponed to November 24, 1964, at 10:00 a.m., local time, in Room 925 of the Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Merritt Ruhlen.

Dated at Washington, D.C., October 23, 1964.

[SEAL] MERRITT RUHLEN,
Hearing Examiner.

[F.R. Doc. 64-10979; Filed, Oct. 27, 1964;
8:50 a.m.]

[Docket No. 13908; Order E-21431]

UNITED STATES OVERSEAS AIRLINES, INC.

Order Extending Suspension Period of Interim Certificate

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 23d day of October 1964.

On September 24, 1964, the Board, by Order E-21325, suspended USOA's interim certificate to engage in supplemental air transportation for a period of 30 days, effective 12:01 a.m., September 25, 1964. Thereafter, a public hearing was held, and the examiner on October 14, 1964 delivered his decision orally on the record, revoking the certifi-

cate. On October 16, 1964, USOA filed a notice of appeal.

The Board finds that further procedural steps foreclose the possibility of disposing of the appeal within the suspension period ordered. The Board further finds that the circumstances requiring the suspension of USOA's interim certificate continue to exist, and that pursuant to section 401(n) of the Act, Part IV of its interim certificate, and Rule 1015 of the Board's rules of practice, the period of suspension ordered in Order E-21325, supra, should be extended for an additional 30 days.

Accordingly, it is ordered:

1. That the period of suspension of USOA's interim certificate to engage in supplemental air transportation, ordered in Order E-21325, September 24, 1964, be and it hereby is extended to and through November 23, 1964.

2. That a copy of this order shall be served upon the carrier by certified mail at its last known address and published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-10980; Filed, Oct. 27, 1964;
8:50 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15485, 15486; FCC 64M-1048]

DIRIGO BROADCASTING, INC., AND DOWNEAST TELEVISION, INC.

Order Continuing Hearing

In re applications of Dirigo Broadcasting, Inc., Bangor, Maine, Docket No. 15485, File No. BPCT-2911; Downeast Television, Inc., Bangor, Maine, Docket No. 15486, File No. BPCT-2952; for construction permits for new television broadcast stations (Channel 7).

The Hearing Examiner having under consideration a request filed on October 22, 1964, by counsel for Dirigo Broadcasting, Inc., one of the applicants herein, requesting that certain changes be made in procedural dates heretofore specified in the above-entitled proceeding; and

It appearing, that the applicants have reached an agreement which has been filed with the Commission, together with request for dismissal of the application of Dirigo Broadcasting, Inc., and that, in the event of a grant of the request for such dismissal, there will be no need for a comparative hearing; and

It further appearing, that counsel for all parties to the proceeding have informally consented to the immediate consideration and grant of the instant request;

It is, therefore, ordered, This 23d day of October 1964, that the request for change in procedural dates be and it is hereby granted to the extent that the procedural dates are rescheduled as follows:

	Extended from	To
Exchange of exhibits.....	Oct. 22, 1964	Nov. 23, 1964
Hearing.....	Nov. 5, 1964	Dec. 7, 1964

Released: October 23, 1964.

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

[F.R. Doc. 64-10969; Filed, Oct. 27, 1964;
8:48 a.m.]

[Docket Nos. 15167, 15168; FCC 64M-1047]

MINNESOTA MICROWAVE, INC.

Order Scheduling Prehearing Conference

In re application of Minnesota Microwave, Inc., Willmar, Minnesota, Docket No. 15167, File No. 2868-C1-R-63; for renewal of the license for station KAY61, a facility in the Domestic Public Point-to-Point Microwave Radio Service at Willmar, Minnesota; Docket No. 15168, File Nos. 1845/1846/1847/1848/1849/1850/1851/C1-P-63; for construction permits to establish stations in the Point-to-Point Microwave Radio Service in or near Roseville, Rockford, Cold Springs, Little Falls, Willmar, Benson, and Montevideo, Minn.

Pursuant to request of Broadcast Bureau, filed on October 22, 1964, for further hearing conference, and with informal consent of the other parties: *It is ordered*, This 23d day of October 1964, that a further hearing conference will be held on October 28, 1964, at 9:00 a.m., in the offices of the Commission, Washington, D.C.

Released: October 23, 1964.

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

[F.R. Doc. 64-10971; Filed, Oct. 27, 1964;
8:48 a.m.]

[Canadian List 190]

CANADIAN BROADCAST STATIONS

List of Changes, Proposed Changes and Corrections in Assignments

OCTOBER 2, 1964.

Notification under the provisions of Part III, Section 2 of the North American Regional Broadcasting Agreement.

List of changes, proposed changes and corrections in assignments of Canadian Broadcast Stations modifying appendix containing assignments of Canadian Broadcast Stations (Mimeograph No. 47214-3) attached to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting.

Call letters	Location	Power kw	Antenna	Schedule	Class	Expected date of commencement of operation
CKWW (N.I.O.)	Windsor, Ont.	580 kilocycles 0.5	DA-1	U	III	
New	Kapuskasing, Ont.	580 kilocycles 1	DA-1	U	III	E.I.O. 10.1.65.
CHTM (N.I.O.)	Thompson, Man.	610 kilocycles 1	ND	U	III	
CJET (P.O. 630kc, 1kw, DA-2).	Smiths Falls, Ont.	680 kilocycles 10	DA-2	U	III	E.I.O. 10.1.65.
CBX (change in call letters from CBXA).	Edmonton, Alta.	740 kilocycles 50	DA-2	U	II	
CJAD (now in operation with increased daytime power).	Montreal, P.Q.	800 kilocycles 50 D/10 N	DA-2	U	II	
CHOR (assignment of call letters).	Calgary, Alta.	810 kilocycles 10	DA-2	U	II	
CJGX (P.O. 940kc, 10kw, D/1kw N, ND).	Yorkton, Sask.	940 kilocycles 10	DA-N	U	II	E.I.O. 10.1.65.
CBB (change in call letters from CBX).	Calgary, Alta.	1,010 kilocycles 50	DA-2	U	I-A	
CKSA (P.O. 1,150kc, 10kw, DA-2).	Lloydminster, Alta.	1,080 kilocycles 10	DA-N	U	II	E.I.O. 10.1.65.
CFBV (N.I.O.)	Smithers, B.C.	1,230 kilocycles 1 D/0.25 N	ND	U	IV	
CHSM (N.I.O.)	Steinbach, Man.	1260 kilocycles 10	DA-2	U	III	
CFOM (change in call letters from CFQC).	Quebec, Que.	1340 kilocycles 0.25	ND	U	IV	
New	Gravenhurst, Ont.	1,400 kilocycles 1 D/0.25 N	ND	U	IV	E.I.O. 10.1.65.
CHUC (now in operation on new frequency).	Port Hope, Ont.	1,450 kilocycles 1	DA-2	U	IV	
CKAY (assignment of call letters).	Duncan, B.C.	1500 kilocycles 1	DA-1	U	II	
CHLT (P.O. 630kc, 10kw D/5kw N, DA-2) correction of present operation from that shown on List No. 189.	Sherbrooke, P.Q.	630 kilocycles 50 D/10 N	DA-2	U	III	E.I.O. 7.15.65.

[SEAL]

BEN F. WAPLE,
Secretary, Federal Communications Commission.

[F.R. Doc. 64-10972; Filed, Oct. 27, 1964; 8:49 a.m.]

[Docket Nos. 15667-15669; FCC 64-961]

KAISER INDUSTRIES CORP. ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of Kaiser Industries Corporation, Chicago, Illinois, Docket No. 15667, File No. BPCT-3092; Frederick B. Livingston and Thomas L. Davis, d/b as Chicagoland TV Company, Chicago, Illinois, Docket No. 15668, File No. BPCT-3116; Warner Bros. Pictures, Inc., Chicago, Illinois, Docket No. 15669, File No. BPCT-3271; for construction permit for new television broadcast station.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 21st day of October 1964;

The Commission, having under consideration the above-captioned applications, each requesting a construction permit for a new television broadcast station to operate on Channel 38, Chicago, Ill.; and

It appearing, that the above-captioned applications are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference; and

It further appearing, that the following matters are to be considered in connection with the issues specified below:

1. Kaiser Industries Corporation is a corporation organized and existing under and by virtue of the laws of the State of Nevada. No showing has been made that it is authorized to do business in the State of Illinois. It must be determined, therefore, whether the applicant is, or

can be, authorized to do business in the State of Illinois.

2. Warner Bros. Pictures, Inc., is a corporation organized and existing under and by virtue of the laws of the State of Delaware. No showing has been made that it is authorized to do business in the State of Illinois: It must be determined, therefore, whether the applicant is, or can be, authorized to do business in the State of Illinois.

3. Warner Bros. Pictures, Inc. is a publicly owned corporation having approximately 9,600 stockholders representing ownership of 4,835,898 shares of voting stock. Although the applicant states that, based on addresses of record, 99.71 percent of its stockholders are citizens of the United States, the Commission is of the view that the fact that stockholders may have resident addresses does not constitute a showing that such stockholders are citizens of the United States within the intent and meaning of section 310(a)(4) of the Communications Act of 1934, as amended. Moreover, approximately 788,000 shares of voting stock are owned by brokerage houses for and on behalf of persons unknown whose citizenship cannot, therefore, be determined. Accordingly, an issue is necessary to determine whether a grant of the application would be consistent with the provisions of section 310(a)(4) of the Communications Act of 1934, as amended.

4. It appears that a significant portion of the voting stock of Warner Bros. Pictures, Inc., is owned by brokerage houses or others for and on behalf of persons unknown. Under these circumstances, it is not possible to determine whether, as stockholders, such nominal or beneficial owners have broadcast interests which, considered in connection with the application of Warner Bros. Pictures, Inc., would be inconsistent with the multiple ownership provisions of the Commission's Rules. It must be determined, therefore, whether a grant of the application of Warner Bros. Pictures, Inc. would be consistent with the provisions of § 73.636 of the Commission's rules.

5. Warner Bros. Pictures, Inc., is presently defendant in a civil antitrust matter brought by the State of Washington (State of Washington v. Sterling Theatre Co. et al., filed June 20, 1963, Superior Court of the State of Washington for King County, Case No. 604074) charging acts and practices in restraint of trade in the City of Seattle.

The applicant has also been involved in numerous antitrust actions brought by the United States in which the applicant has been adjudged to be in violation of laws of the United States, including involvement in a criminal contempt action brought by the United States for violation of a decree of the United States District Court for the Northern District of Illinois. Pursuant to its policy as expressed in its "Report on Uniform Policy as to Violation by Applicants of Laws of United States" (Docket No. 9572, 1 R.R. [Part Three] Page 91:495-503, April, 1951), the Commission must determine, in the light of the past history of Warner Bros. Pictures, Inc., whether the appli-

cant possesses the requisite qualifications to be a broadcast licensee.

It further appearing, that, except as indicated above, Kaiser Industries Corporation is financially and technically qualified to construct, own and operate the proposed television broadcast station; that, Frederick B. Livingston and Thomas L. Davis, d.b.a. Chicagoland TV Company, are legally, financially, technically and otherwise qualified to construct, own and operate the proposed television broadcast station; and that, except as indicated above, Warner Bros. Pictures, Inc., is financially and technically qualified to construct, own and operate the proposed television broadcast station; and

It further appearing, that Kaiser Industries Corporation, through its subsidiary, is presently defendant in a pending criminal antitrust action brought by the United States charging violation of laws of the United States (U.S. v. Kaiser Aluminum & Chemical Sales, Inc., Criminal Case No. 21241, U.S. District Court for the Eastern District of Pennsylvania, filed October 31, 1962); and, in the event of a grant of the application of Kaiser Industries Corporation as a result of this proceeding, such grant should be subject to the condition that it is made without prejudice to such further action as the Commission may deem appropriate as a result of the said pending criminal action; and

It further appearing, that, in the event of a grant of the application of Warner Bros. Pictures, Inc., as a result of this proceeding, such grant should be subject to the condition that it is made without prejudice to such further action as the Commission may deem appropriate as a result of the pending civil antitrust proceeding in the State of Washington, aforesaid; and

It further appearing, that Kaiser Industries Corporation, through its subsidiary, was defendant in two criminal antitrust actions brought by the United States charging violation of the laws of the United States (U.S. v. Kaiser Steel Corporation et al., Criminal Case No. 33339; U.S. v. United Concrete Pipe Corp. et al., Criminal Case No. 33340, both filed March 10, 1964, in the U.S. District Court for the Southern District of California, Central Division), in which the defendant entered pleas of nolo contendere and was fined the sum of \$1,000 in Case No. 33339 and \$2,000 in Case No. 33340; and

It further appearing, that the facts and circumstances leading to the three criminal actions involving Kaiser Industries Corporation and the civil antitrust action involving Warner Bros. Pictures, Inc., may be explored within the framework of standard comparative issue "6(a)" herein rather than in a separate issue ("Report on Uniform Policy as to Violation by Applicants of Laws of United States", supra); and

It further appearing, that, upon due consideration of the above-captioned applications, the Commission finds that, pursuant to section 309(e) of the Communications Act of 1934, as amended, a hearing is necessary and that the said applications must be designated for hearing in a consolidated proceeding on the issues set forth below:

It is ordered. That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications of Kaiser Industries Corporation, Frederick B. Livingston and Thomas L. Davis, d.b.a. Chicagoland TV Company, and Warner Bros. Pictures, Inc., are designated for hearing in a consolidated proceeding at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine whether Kaiser Industries Corporation is, or can be, authorized to do business in the State of Illinois.

2. To determine whether Warner Bros. Pictures, Inc., is, or can be, authorized to do business in the State of Illinois.

3. To determine whether a grant of the application of Warner Bros. Pictures, Inc., would be consistent with the provisions of section 310(a)(4) of the Communications Act of 1934, as amended.

4. To determine whether a grant of the application of Warner Bros. Pictures, Inc., would be consistent with the provisions of § 73.636 of the Commission's rules.

5. To determine, in the light of the past conduct of Warner Bros. Pictures, Inc., whether it has the requisite qualifications to be a broadcast licensee.

6. To determine, on a comparative basis, which of the operations proposed in the above-captioned applications would best serve the public interest, convenience and necessity, in light of the significant differences between the applicants as to:

(a) The background and experience of each, bearing on its ability to own and operate the proposed television broadcast station.

(b) The proposals of each with respect to the management and operation of the proposed television broadcast station.

(c) The programming service proposed in each of the above-captioned applications.

7. To determine, in the light of the evidence adduced pursuant to the foregoing issues, which of the instant applications should be granted.

It is further ordered. That, in the event of a grant of the application of Kaiser Industries Corporation, such grant shall be subject to the condition that it is made without prejudice to such further action as the Commission may deem appropriate as a result of the pending criminal antitrust suit of United States v. Kaiser Aluminum & Chemical Sales, Inc., Criminal Case No. 21241, U.S. District Court for the Eastern District of Pennsylvania, filed October 31, 1962; and

It is further ordered. That, in the event of a grant of the application of Warner Bros. Pictures, Inc., such grant shall be subject to the condition that it is made without prejudice to such further action as the Commission may deem appropriate as a result of the pending civil antitrust suit of State of Washington v. Sterling Theatre Co. et al., Case No. 604074, Superior Court of the State of Washington for King County, filed June 20, 1963; and

It is further ordered. That the issues in the above-captioned proceeding may

be enlarged by the Examiner, upon his own motion or upon petition properly filed by a party to the proceeding, and upon sufficient allegations of fact in support thereof, by the addition of the following issue:

To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

It is further ordered, That, to avail themselves of the opportunity to be heard, Kaiser Industries Corporation, Frederick B. Livingston and Thomas L. Davis, d/b as Chicagoland TV Company, and Warner Bros. Pictures, Inc., pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall, within twenty (20) days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date set for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a) (2) of the Communications Act of 1934, as amended, and § 1.594(a) of the Commission's rules, give notice of the hearing either individually or, if feasible, jointly, within the time and in the manner specified in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Released: October 23, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-10970; Filed, Oct. 27, 1964;
8:48 a.m.]

FEDERAL MARITIME COMMISSION

NORTON LINE 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:

Elmer C. Maddy, Esq., Kirlin, Campbell & Keating, One Twenty Broadway, New York, N.Y., 10005.

Agreement 7559-4 between Stockholms Rederiaktiebolag Svea and Rederiaktiebolaget Fredrika, current parties to the Norton Line Joint Service; and Norton Lilly Management Corporation and Hera Shipping and Trading Corporation modifies the presently approved joint service agreement covering the trade between Canadian and United States Atlantic and Gulf ports and all ports in Central and South America and all islands in the Caribbean Sea. The purpose of the modification is to provide for (1) the participation of Norton Lilly Management Corporation and Hera Shipping and Trading Corporation in the joint service; (2) expansion of the scope of the joint service to include the trade between Canadian and United States Great Lakes ports and ports in Central and South America and all islands in the Caribbean Sea; (3) inclusion of the understanding that each party will supply twenty-five (25) percent of the tonnage required, and for the apportionment of expenses in connection with conference membership between the four (4) carriers in equal shares; and (4) the cancellation of the agreement upon the giving of ninety (90) days notice by any party, rather than the required year's notice as presently provided in the agreement.

Dated: October 23, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-10960; Filed, Oct. 27, 1964;
8:48 a.m.]

LYKES BROTHERS STEAMSHIP CO., INC., AND OPHIR HAIFA SEA TRANSPORTS COOP. SOCIETY, LTD.

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:

Mr. W. J. Amoss, Jr., Vice President, Traffic, Lykes Bros. Steamship Co., Inc., 821 Gravier Street, New Orleans, La., 70150.

Agreement 9391 between Lykes Bros. Steamship Co., Inc. (originating carrier) and Ophir Haifa Sea Transports Coop. Society, Ltd. (delivering carrier), provides for the establishment of a through billing arrangement for the transportation of general as well as specific cargo in the trade from United States Gulf and South Atlantic ports to the Israeli ports of Haifa and/or Tel-Aviv, with transshipment at Italian ports. Through rates will be filed by and transshipment expenses on specific commodities will be for the account of the originating carrier. Transshipment expenses on general cargo will be apportioned between the parties in accordance with the terms and conditions set forth in the agreement.

Dated: October 23, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-10961; Filed, Oct. 27, 1964;
8:48 a.m.]

STATES STEAMSHIP CO. 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.

Notice of agreement filed for approval by:

States Steamship Co., David E. Snow, 320 California Street, San Francisco, Calif., 94104.

Agreement No. 9390 between States Steamship Company and United States Lines Company (American Pioneer Line), covers through billing arrangements of military household goods, personal effects and unaccompanied baggage moving on bills of lading issued by:

(a) States at ports in Japan, Korea, Okinawa, Taiwan, Philippines, Viet Nam, Thailand, or Hong Kong to destinations located on the east coast of the United States served by Pioneer with transshipment in Japan.

(b) Pioneer at ports in Japan, Korea, Okinawa, Taiwan, Philippines, Viet Nam,

or Hong Kong to destinations located on the west coast of the United States, Midway Island, or Honolulu, Hawaii, served by States with transshipment in Japan.

Agreement No. 9390 provides for the apportionment of the through rates and transshipment expenses on the basis of percentages in accordance with the terms and conditions set forth in the agreement.

Dated: October 23, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-10962; Filed, Oct. 27, 1964;
8:48 a.m.]

INDEPENDENT OCEAN FREIGHT FORWARDER APPLICATIONS

Notice of Revision

Notice is hereby given of changes in the following applications for independent ocean freight forwarder licenses issued pursuant to section 44, Shipping Act, 1916 (75 Stat. 522 and 46 U.S.C. 841(b)).

GRANDFATHER APPLICANTS

Associated Shipping Agencies, Ltd., No. 11 1511 K Street NW., Investment Building, Washington, D.C., 20005; revoked October 5, 1964.

Austral Forwarding Agency, No. 107 (Juan Carlos Taglioretti, d.b.a.), 96 Warren Street, New York, N.Y., 10007; revoked October 2, 1964.

Frank P. Cattano, No. 321, 89-21 Elmhurst Avenue, Elmhurst, Long Island, N.Y.; revoked October 12, 1964.

Corell Forwarding Co., No. 826 (Ludwig A. Conrad, d.b.a.), 83-26 Lefferts Boulevard, Jamaica, N.Y., 11415; revoked October 6, 1964.

Loalza & Co. of N.Y., Inc., W. No. 252, 7 Water Street, New York, N.Y., 10004; revoked October 9, 1964.

Notice is hereby given that the following applicants have filed with the Federal Maritime Commission, applications for licenses as independent ocean freight forwarders, pursuant to section 44(a) of the Shipping Act, 1916 (75 Stat. 522 and 46 U.S.C. 841(b)).

Persons knowing of any reason why any applicant should not receive a license are requested to communicate with the Director, Bureau of Domestic Regulation, Federal Maritime Commission, Washington, D.C., 20573. Protests received within 60 days from the date of publication of this notice in the FEDERAL REGISTER will be considered.

Aero Sea Shipping Co. (Late), Leon Wiener, d.b.a., 2680 East 19th Street, Brooklyn, N.Y.; Leon Wiener, owner.

Consular Documents Inc. (Non), 17 Battery Place, New York, N.Y., 10004; Rene Gonzalez, president; Noel Gonzalez, vice president.

Satellite Shipping Corp. (Non), 24 Stone Street, New York, N.Y.; Fred Gelosky, director and president; Helene Gelosky, secretary and director.

CHANGE OF ADDRESS

Cophresi Shipping Co., Inc., No. 1017, 165 Attorney Street, New York, N.Y., 10002.

Capitol Shipping Co., No. 835, The Investment Building, 1511 K Street NW., Washington, D.C.

Cosmos Shipping Co., Inc., No. 722, 17 Battery Place, New York, N.Y., 10004.

Change from individual to partnership: Ambrosio Co., No. 426, 32 Broadway, New York, N.Y., 10004; Dominic J. Ambrosio, partner; Patrick D. Ambrosio, partner.

Dated October 23, 1964.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-10963; Filed, Oct. 27, 1964;
8:48 a.m.]

[Docket No. 1143]

SEA-LAND SERVICE, INC., PUERTO RICAN DIVISION AND SEATRAN LINES, INC.

Minimum Rates and Charges Between Atlantic and Gulf Ports and Ports in Puerto Rico

Second supplemental order; notice of reopening and change of name of proceeding and expansion of investigation to include Sea-Land Service, Inc., Gulf/Puerto Rico minimum rates and charges.

By order dated June 30, 1964, the Commission discontinued this proceeding. However, the discontinuance was conditional upon the cancellation by respondents of minimum rate and charge provisions that were under investigation pursuant to the Commission's Order of Investigation served September 17, 1963, and Supplemental Order served December 19, 1963.

Respondents have not cancelled the provisions that were the subjects of investigation and additionally respondent Sea-Land on May 19, 1964, and September 21, 1964, filed indirect routing provisions applicable to shipments moving between Puerto Rico and Texas which are similar to those provisions previously under investigation.

Therefore, respondents not having cancelled the tariff provisions previously under investigation, this proceeding is hereby reopened and the investigation shall be recommenced in accordance with the Commission's previous orders. Because the new indirect services of respondent Sea-Land between Texas and Puerto Rico raise issues identical to those under investigation in this proceeding, this investigation is hereby expanded to determine whether the rates and charges filed with the Commission as Item No. 3-C on 16th Revised Page No. 12 to Sea-Land Tariff FMC-F No. 2 (Pan-Atlantic Steamship Corporation FMP-F series) and Item No. 36-A on 1st Revised Page No. 30-E (as amended by 2d Revised Page No. 30-E) to Sea-Land's Tariff FMC-No. 3 (Pan-Atlantic Steamship Corporation FMC-F series) are unjust and unreasonable in violation of the Shipping Act, 1916 or the Intercoastal Shipping Act of 1933.

A copy of this order shall forthwith be served upon respondents; respondents shall be duly notified of the time and place of the hearing herein ordered; this order and notice of the said hearing shall be published forthwith in the FEDERAL REGISTER.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) having an

interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with rule 5(n) (46 CFR 502.73), with copy to respondents.

By order of the Commission.

[SEAL]

THOMAS LISI,
Secretary.

[F.R. Doc. 64-10964; Filed, Oct. 27, 1964;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-2866 etc.]

B. F. PHILLIPS ET AL.

Findings and Order After Statutory Hearing

OCTOBER 20, 1964.

Findings and order after statutory hearing issuing certificates of public convenience and necessity, amending certificates, permitting and approving abandonment of service, terminating certificates, cancelling rate schedules, substituting respondent, redesignating proceedings, accepting agreement and undertaking for filing, and accepting related rate schedules and supplements for filing.

Each of the applicants listed herein has filed an application pursuant to section 7 of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and delivery of natural gas in interstate commerce, for permission and approval to abandon service, or a petition to amend an existing certificate authorization, all as more fully described in the respective applications and petitions (and any supplements or amendments thereto) which are on file with the Commission.

The Applicants herein have filed related FPC Gas Rate Schedules and propose to initiate or abandon, add or delete natural gas service in interstate commerce as indicated by the tabulation herein. All sales certificated herein are either equal to or below the ceiling prices established by the Commission's Statement of Policy 61-1, as amended, or involve sales for which permanent certificates have been previously issued.

Sinclair Oil & Gas Company, Applicant in Docket No. G-10963, proposes to continue the sale of natural gas heretofore authorized in said docket in lieu of Hiawatha Oil and Gas Company pursuant to a contract heretofore designated as Hiawatha's FPC Gas Rate Schedule No. 6 which will be redesignated as a rate schedule of Sinclair. The presently effective rate under said contract is in effect subject to refund in Docket No. RI64-169, and increased rates have also been suspended and collected subject to refund in Docket Nos. G-13528, G-16663, G-17675, G-20066, RI61-177, RI62-129, and RI63-96. Sinclair has filed a motion in all of said dockets to be substituted as respondent therein and has filed an agreement and undertaking to assure the refund of any amounts collected by it or by Hiawatha in excess of the amount determined to

be just and reasonable in said dockets. Accordingly, Sinclair will be substituted in lieu of Hiawatha as respondent in the rate proceedings, said proceedings will be redesignated, and the agreement and undertaking will be accepted for filing.

It appears that the Commission's order issued July 29, 1963 (Docket No. G-4283, et al.), which granted a certificate of public convenience and necessity to H. E. Bangert, Agent (Operator), et al. in Docket No. CI61-890, failed to terminate the predecessor certificate authorizations covering the natural gas service which Bangert, as successor, was being authorized to render. Those predecessors were Amerada Petroleum Corporation, authorized in Docket No. G-18647, and Marvin Kelly, et al., d.b.a. Kiowa Gas Company, authorized in Docket No. G-19411. The latter two dockets will be terminated and the related FPC Gas Rate Schedules will be cancelled in this order.

After due notice, no petition or notice to intervene or protest to the granting of any of the respective applications or petitions have been filed.

At a hearing held on October 16, 1964, the Commission on its own motion received and made a part of the record in these proceedings all evidence, including the applications, amendments and exhibits thereto, submitted in support of the respective authorizations sought herein, and upon consideration of the record,

The Commission finds:

(1) Each Applicant herein is a "natural-gas company" within the meaning of the Natural Gas Act as heretofore found by the Commission or will be engaged in the sale of natural gas in interstate commerce for resale for ultimate public consumption, subject to the jurisdiction of the Commission, and will, therefore, be a "natural-gas company" within the meaning of said Act upon the commencement of the service under the respective authorizations granted hereinafter.

(2) The sales of natural gas hereinbefore described, as more fully described in the respective applications, amendments and/or supplements herein, will be made in interstate commerce, subject to the jurisdiction of the Commission, and such sales by the respective Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are subject to the requirements of subsections (c) and (e) of section 7 of the Natural Gas Act.

(3) The sales of natural gas by the respective Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are required by the public convenience and necessity and certificates therefor should be issued as hereinafter ordered and conditioned.

(4) The respective Applicants are able and willing properly to do the acts and to perform the services proposed and to conform to the provisions of the Natural

Gas Act and the requirements, rules and regulations of the Commission thereunder.

(5) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the certificate authorizations heretofore issued by the Commission in Docket Nos. G-2866, G-3203, G-3207, G-3270, G-3490, G-6278, G-6342, G-7500, G-8467, G-8598, G-10963, G-13370, G-20016, CI60-112, CI61-119, CI61-516, CI61-686, CI61-1072, CI61-1290, CI61-1557, CI62-864, CI63-121, CI63-447, CI63-781, and CI63-819 should be amended as hereinafter ordered.

(6) The temporary certificates heretofore issued in Docket Nos. CI60-113 and CI60-114 should be amended by changing Applicant's name from Drilling and Exploration Company, Inc. to Sinclair Oil & Gas Company as indicated in the tabulation herein.

(7) The sales of natural gas proposed to be abandoned by the Applicant in Docket No. CI65-189, as hereinbefore described, all as more fully described in the tabulation herein and in the respective application, is subject to the requirements of subsection (b) of section 7 of the Natural Gas Act, and such abandonment should be permitted and approved and the certificate heretofore issued in Docket No. CI62-716 should be terminated.

(8) The outstanding certificate authorizations in Docket Nos. G-18647 and G-19411 should be terminated and the related rate schedules (Amerada Petroleum Corporation FPC Gas Rate Schedule No. 83 and Marvin Kelly, et al. d.b.a. Kiowa Gas Company FPC Gas Rate Schedule No. 1) should be cancelled, as hereinafter ordered.

(9) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that Sinclair Oil & Gas Company should be substituted in lieu of Hiawatha Oil and Gas Company as respondent in the proceedings pending in Docket Nos. G-13528, G-16663, G-17675, G-20066, RI61-177, RI62-129, RI63-96, and RI64-169, that said proceedings should be redesignated accordingly, and that the agreement and undertaking filed in said dockets by Sinclair should be accepted for filing.

(10) The respective related rate schedules and supplements as designated or redesignated in the tabulation herein, should be accepted for filing as hereinafter ordered.

The Commission orders:

(A) Certificates of public convenience and necessity be and the same are hereby issued, upon the terms and conditions of this order, authorizing the sales by the respective Applicants herein of natural gas in interstate commerce for resale, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary for such sales, all as hereinbefore described and as more fully described in the respective applications, amendments, supplements and exhibits in this consolidated proceeding.

(B) The certificates granted in paragraph (A) above are not transferable and shall be effective only so long as Applicants continue the acts or operations hereby authorized in accordance with the provisions of the Natural Gas Act and the applicable rules, regulations and orders of the Commission.

(C) The grant of the certificates issued in paragraph (A) above shall not be construed as a waiver of the requirements of section 4 of the Natural Gas Act or of Part 154 or Part 157 of the Commission's regulations thereunder, and is without prejudice to any findings or orders which have been or may hereafter be made by the Commission in any proceeding now pending or hereafter instituted by or against the respective Applicants. Further, our action in this proceeding shall not foreclose nor prejudice any future proceedings or objections relating to the operation of any price or related provisions in the gas purchase contracts herein involved. Nor shall the grant of the certificates aforesaid for service to the particular customers involved imply approval of all of the terms of the respective contracts, particularly as to the cessation of service upon termination of said contracts, as provided by section 7(b) of the Natural Gas Act. Nor shall the grant of the certificates aforesaid be construed to preclude the imposition of any sanctions pursuant to the provisions of the Natural Gas Act for the unauthorized commencement of any sales of natural gas subject to said certificates.

(D) The certificate authorizations heretofore granted to the respective Applicants in Docket Nos. G-3490, G-6342, CI61-516, CI61-1072, CI61-1557, CI63-781, and CI63-819 are hereby amended by adding thereto and deleting therefrom authorization to sell natural gas to the same purchasers and in the same areas as covered by the original authorizations, pursuant to the rate schedule supplements as indicated in the tabulation herein.

(E) The certificates heretofore issued in Docket Nos. G-7500 and G-13370 are hereby amended by deleting therefrom authorization granted herein, in Docket Nos. CI63-556 and CI65-188.

(F) The certificate heretofore issued in Docket No. CI61-119 is hereby amended to include the interest of the nonoperator, Humble Oil & Refining Company and the related rate schedule is redesignated as (Operator), et al.

(G) The temporary certificates heretofore issued in Docket Nos. CI60-113 and CI60-114 are hereby amended by changing the Applicant's name from Drilling and Exploration Company, Inc. to Sinclair Oil & Gas Company as indicated in the tabulation herein.

(H) The orders issuing certificates in Docket Nos. G-2866, G-3203, G-3207, G-3270, G-6278, G-8467, G-8598, G-10963, G-20016, CI60-112, CI61-686, CI61-1290, CI62-864, CI63-121 and CI63-447 be and the same are hereby amended by changing the certificate holders to the successors in interest as set forth in the tabulation herein.

(I) Permission for and approval of the abandonment of service by the Applicant in Docket No. CI65-189, as hereinbefore described and as more fully described in the application herein, is hereby granted and the certificate heretofore issued in Docket No. CI62-716 is hereby terminated.

(J) Permission for and approval of the partial abandonment of service in Docket No. G-8598 is hereby granted and the certificate is amended by deleting therefrom certain acreage as indicated in the tabulation herein, and such authorization does not relieve Applicant of any refund obligation in the related suspension proceeding in Docket No. RI64-511.

(K) The outstanding certificate authorizations in Docket Nos. G-18647 and G-19411 are hereby terminated and the related rate schedules (Amerada Petroleum Corporation FPC Gas Rate Schedule No. 83 and Marvin Kelly, et al. d.b.a. Kiowa Gas Company FPC Gas Rate Schedule No. 1) are hereby cancelled.

(L) The certificates issued herein, in Docket Nos. CI62-591, CI62-892 and CI63-556 are hereby issued at a conditioned initial rate of 16 cents per Mcf at 14.65 psia.

(M) The certificate issued herein, in Docket No. CI65-186 is hereby issued at the rate of 15 cents per Mcf at 14.65 psia provided that if the Commission authorizes a higher ceiling rate in the area, Applicant may file for such higher rate.

(N) The certificate issued herein, in Docket No. CI64-1406 is hereby conditioned upon Applicant filing an appropriate rate schedule pursuant to § 154.92 of the Commission's regulations under the Natural Gas Act.

(O) Sinclair Oil & Gas Company be and it is hereby substituted in lieu of Hiawatha Oil and Gas Company in the proceedings pending in Docket Nos. G-13528, G-16663, G-17675, G-20066, RI61-177, RI62-129, RI63-96, and RI64-169; said proceedings are redesignated¹ accordingly; and the agreement and undertaking filed by Sinclair is hereby accepted for filing.

(P) Sinclair Oil & Gas Company shall comply with the refunding and reporting procedures required by the Natural Gas Act and Section 154.102 of the Regulations thereunder, and the agreement and undertaking filed in Docket Nos. G-13528, G-16663, G-17675, G-20066, RI61-177, RI62-129, RI63-96 and RI64-169 by Sinclair shall remain in full force and effect until discharged by the Commission.

(Q) The respective related rate schedules and supplements as indicated in the tabulation herein, are hereby accepted for filing; further, the rate schedules relating to the successions herein, are hereby redesignated and accepted, subject to the applicable Commission regulations under the Natural Gas Act to be effective on the dates indicated in the tabulation herein.

By the Commission.

[SEAL]

JOSEPH H. GUTRIDE,
Secretary.

¹ Sinclair Oil & Gas Company.

Docket No. and date filed	Applicant	Purchaser, field and location	FPC rate schedule to be accepted		
			Description and date of document	No.	Supp.
G-2866..... E 8-24-64.	Estate of B. F. Phillips (successor to B. F. Phillips Petroleum Co.).	Southern Natural Gas Co. Joaquin-Logansport Field, Shelby and Panoia Counties, Tex.	B. F. Phillips Petroleum Co., FPC GRS No. 2. Supplement Nos. 1-6. Notice of succession 8-20-64. Effective date: 5-1-64.	1	1-6
G-3203 ¹ E 9-20-63.	Sinclair Oil & Gas Co. (Operator), et al. (successor to Drilling and Exploration Co., Inc. (Operator), et al.).	Southwest Gas Producing Co., Inc., Lisbon Field, Claiborne and Lincoln Parishes, La.	Drilling and Exploration Co., Inc. (Operator), et al., FPC GRS No. 1. Supplement Nos. 1-9. Notice of succession 9-20-63.	252	1-9
G-3207 ¹ E 9-20-63	Sinclair Oil & Gas Co. (successor to Drilling and Exploration Co., Inc.).	Northern Natural Gas Co., acreage in Lea County, N. Mex.	Effective date: 10-1-63. Drilling and Exploration Co., Inc., FPC GRS No. 4. Supplement Nos. 1-2. Notice of succession 9-20-63.	254	1-2
G-3270..... E 7-31-64	Marshall R. Young Drilling Co., et al. (successor to Marshall R. Young, et al.).	United Gas Pipe Line Co., Baneroff and South Baneroff Fields, Beauregard Parish, La.	Effective date: 10-1-63. Marshall R. Young, et al., FPC GRS No. 3. Supplement Nos. 1-9. Notice of succession 7-30-64. Conveyance 6-20-61. Effective date: 8-1-61. Letter agreement 10-10-62. ³	2	1-9
G-3490..... G 7-1-64	Phillips Petroleum Co.	Western Gas Service Co., Hugoton Field, Texas County, Okla.	Letter agreement 10-10-62. ³	213	1
G-6278..... E 8-24-64	J. C. Trahan Drilling Contractor, Inc. (Operator), et al. (successor to J. C. Trahan (Operator), et al.).	Arkansas Louisiana Gas Co., Sentell Field, Bossier and Caddo Parishes, La.	J. C. Trahan (Operator), et al., FPC GRS No. 3. Supplement Nos. 1-7. Notice of succession (undated).	29	1-7
G-6342..... D 8-31-64	Continental Oil Co.	El Paso Natural Gas Co., acreage in Lea County, N. Mex.	Assignment 8-31-55. ⁴ Letter agreement 8-21-63. ⁵ Letter agreement 4-30-64. ⁶	29 85 85	8 21 22
G-8467..... E 8-28-64	J. C. Trahan Drilling Contractor, Inc. (Operator), et al. (successor to J. C. Trahan (Operator), et al.).	United Gas Pipe Line Co., Bethany-Elysian Fields, Harrison and Panoia Counties, Tex.	J. C. Trahan (Operator), et al., FPC GRS No. 6. Supplement Nos. 1-5. Notice of succession 8-26-64.	28	1-5
G-8598..... D 8-31-64	Graham-Michaelis Drilling Co. (Operator), et al. (partial abandonment).	Colorado Interstate Gas Co., Hugoton Field, Seward County, Kans.	Assignment 12-27-55. ⁷ Assignment 12-27-55. ⁸ Assignment 12-27-55. ⁹ Assignment 12-27-55. ¹⁰ Assignment 12-27-55. ¹¹ Assignment 12-27-55. ¹² Assignment 12-27-55. ¹³ Assignment 12-27-55. ¹⁴ Notice of partial cancellation 8-27-64. ¹⁵	28 28 28 28 28 28 28 28 44	6 7 8 9 10 11 12 13 8
G-10963..... E 8-4-64	Sinclair Oil & Gas Co. (successor to Hiawatha Oil and Gas Co.).	Texas Eastern Transmission Corp., Greenwood-Waskom Field, Caddo Parish, La.	Hiawatha Oil and Gas Co., FPC GRS No. 6. Supplement Nos. 1-10. Notice of succession 7-31-64. Agreement 6-23-64. ¹⁶ Effective date: 2-1-64.	325	1-10
G-20016..... E 8-4-64	Sinclair Oil & Gas Co. (Operator), et al. (successor to Hiawatha Oil and Gas Co. (Operator), et al.).	Transcontinental Gas Pipe Line Corp., East Longhorn, South Longhorn, Sweden, Southland, and Atlee Fields, Duval County, Tex.	Hiawatha Oil and Gas Co. (Operator), et al., FPC GRS No. 7. Supplement Nos. 1-13. Notice of succession 7-31-64. Agreement 6-23-64. ¹⁶ Effective date: 2-1-64.	326	1-13
CI60-112 ¹ E 9-20-63	Sinclair Oil & Gas Co. (successor to Drilling and Exploration Co., Inc.).	Lone Star Gas Co., Knox Field, Grady and Stephens Counties, Okla.	Drilling and Exploration Co., Inc., FPC GRS No. 7. Supplement Nos. 1-3. Notice of succession 9-20-63.	256	1-3
CI60-113 ¹ E 9-20-63	do ¹⁷	Transwestern Pipeline Co., acreage in Hansford County, Tex.	Effective date: 10-1-63. Drilling and Exploration Co., Inc., FPC GRS No. 8. Supplement No. 1. Notice of succession 9-20-63.	257	1
CI60-114 ¹ E 9-20-63	Sinclair Oil & Gas Co. (Operator), et al. (successor to Drilling and Exploration Co., Inc. (Operator), et al.). ¹⁷	do	Effective date: 10-1-63. Drilling and Exploration Co., Inc. (Operator), et al., FPC GRS No. 9. Notice of succession 9-20-63. Effective date: 10-1-63.	258	

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

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field and location	FPC rate schedule to be accepted		Docket No. and date filed	Applicant	Purchaser, field and location	FPC rate schedule to be accepted	
			Description and date of document	No.				Description and date of document	No.
C161-119 8-5-64 ¹⁸	Texaco, Inc. (Operator), et al.	Natural Gas Pipeline Co. of America, Encinitas Field, Brooks County, Tex.	Interest statement (un- dated).	222	C164-1406 A 5-25-64	Humble Oil & Refining Co.	Northern Natural Gas Co., Coyanosa Field, Pecos County, Tex.	Contract 4-24-64	(²¹)
C161-516 D 8-31-64	Pan American Petroleum Corp. (Operator), et al.	Michigan-Wisconsin Pipe Line Co., acreage in Woodward County, Okla.	Letter agreement 6-19- 64. ¹⁹	330	C165-21 A 7-9-64	Texaco Inc.	Northern Natural Gas Co., East Ozona Plant, Crockett County, Tex.	Contract 5-25-64 ¹	335
C161-686 E 9-20-63	Sinclair Oil & Gas Co. (Operator), et al. (suc- cessor to Drilling and Exploration Co., Inc. (Operator), et al.).	Cities Service Gas Co., acreage in Barber County, Kans.	Drilling and Exploration Co., Inc. (Operator), et al., FPC GRS No. 10.	259	C165-26 A 7-13-64	Southern Union Pro- duction Co.	Champlin Oil & Refining Co., acreage in Logan County, Okla.	Contract 3-10-64 ²	12
C161-1072 C 12-12-63	Marathon Oil Co. (Op- erator), et al.	El Paso Natural Gas Co., Kutz Canyon area (Da- kota Formation), San Juan County, N. Mex.	Notice of succession 9- 20-63.		C165-45 A 7-20-64	Texaco Inc.	Northern Natural Gas Co., Buckeye Plant, Lea County, N. Mex.	Contract 7-1-64 ³	336
C161-1200 E 7-1-64	Leslie W. Taylor (Op- erator), et al. (successor to Robert J. Sipoha, d.b.a. Eastern Interior Oil Co., No. 3, FPC GRS No. 3).	Hope Natural Gas Co., Hokit, Northern District, Ritchie County, W. Va.	Effective date: 10-1-63. Supplemental agreement 7-25-63. ⁴	55	C165-176 A 8-24-64	W. H. Busch	Equitable Gas Co., Glen- ville Dist., W. Va.	Contract 6-12-64 ⁵	15
C161-1557 C 8-6-64	Livingston Oil Co.	Oklahoma Natural Gas Gathering Corp., Ring- wood Field, Major County, Okla.	Robert J. Sipoha d.b.a. Eastern Interior Oil Co., No. 3, FPC GRS No. 3.	1	C165-177 A 8-28-64	American Petrofina Co. of Texas.	Transwestern Pipeline Co., Red Deer Field, Roberts County, Tex.	Contract 7-22-64 ⁶	43
C161-1794 A 6-23-61	Tucker Drilling Co., Inc.	Brooks Gas Corp., Brook Field, Irion County, Tex.	Supplemental No. 1. Notice of succession 6- 30-64.	1	C165-178 A 8-28-64	W. E. Williams, et al.	Texas Gas Transmission Corp., Midland Field, Mullen County, Kan.	Contract 8-3-64 ⁷	3
C162-591 A 12-4-61	Hassie Hunt Trust ²⁰	El Paso Natural Gas Co., Hokit, North Ellenburg- er Field, Pecos County, Tex.	Supplemental agreement 3-2-64. Effective date: 1-1-64. Letter agreement (un- dated). ³	1	C165-183 A 8-31-64	Placid Oil Co.	Texas Eastern Transmis- sion Corp., Bethany- Longstreet area, De Soto Parish, La.	Contract 8-3-64 ⁸	168
C162-884 E 7-1-64	Leslie W. Taylor (Op- erator), et al. (successor to Robert J. Sipoha, et al., d.b.a. Eastern Interior Oil Co.).	Hope Natural Gas Co., Troy Dist., Glimer County, W. Va.	Contract 6-1-60. Letter agreement 10-2- 61. ³	1	C165-186 A 8-31-64	Sarkeys, Inc. (Opera- tor), et al. ²⁴	Natural Gas Pipeline Co. of America, acreage in Dewey County, Okla.	Letter agreement 6-3-64 ⁹	168
C162-892 A 6-25-62	Hanley Co. (Operator), et al. ²¹	El Paso Natural Gas Co., Spraberry Trend Area, Upton County, Tex.	Contract 10-31-61. Letter 2-5-62.	30	C165-187 A 8-31-64	Continental Oil Co.	El Paso Natural Gas Co., San Juan Basin Field (Dakota Formation) San Juan County, N. Mex.	Contract 8-12-64 Letter 8-18-64 ²	405
C163-121 E 9-20-63	Sinclair Oil & Gas Co. (Operator), et al. (suc- cessor to Drilling and Exploration Co., Inc. (Operator), et al.).	Panhandle Eastern Pipe Line Co., acreage in Hansford County, Tex.	Notice of succession 6- 30-64. Supplemental agreement 3-2-64. Effective date: 1-1-64. Contract 1-1-62. Letter 9-18-62.	2	A C165-188 (G-13370) F 8-31-64	Pan American Petro- leum Corp.	United Gas Pipe Line Co., Greenwood-Was- kom Field, Caddo Par- ish, La.	Contract 5-20-64 ³	2
C163-447 E 8-24-64	Estate of B. F. Phillips (successor to B. F. Phillips Petroleum Co.).	Michigan Wisconsin Pipe Line Co., Woodward Area, Woodward Coun- ty, Okla.	Notice of succession 9- 20-63. Effective date: 10-1-63. B. F. Phillips Pet- roleum Co., FPC GRS No. 3.	2	C165-189 (C162-716) B 9-1-64	Jackson & Yaste Oil & Gas Co.	Hope Natural Gas Co., Grant Dist., Ritchie County, W. Va.	Ratification 7-1-57 Contract 9-23-53 Letter agreement 12-1-58 Letter agreement 7-1-60 Assignment 7-1-63 ²⁵ Letter agreement 7-1-64 ²⁶ Notice of cancellation 8-31-64. ²⁷	401 401 401 401 401 401 1
A C163-553 (G-7500) F 10-26-62	Hanley Co. (Operator), et al. ²¹	El Paso Natural Gas Co., Spraberry Field, Upton County, Tex.	Supplemental agree- ment 6-26-64. ³	355					
C163-781 C 8-31-64	Pan American Petro- leum Corp.	Northern Natural Gas Co., acreage in Lips- comb County, Tex.	Ratification 3-5-64. Ratification 3-24-64. Ratification 4-8-64. Ratification 5-25-64. Ratification 5-25-64 ³ .	267 267 267 267 267					
C163-819 C 7-24-64 as corrected by filing of 7- 28-64.	The Atlantic Refining Co. (Operator), et al.	Cities Service Gas Co., Northwest Lovedale Field, Harper County, Okla.							

See footnotes at end of table.

¹ Temporary certificate issued Sept. 27, 1963, granting authorization to continue subject sales, redesignating related rate schedules and accepting Notices of Succession.

² Transfers property and productive acreage from Marshall R. Young and wife to Marshall R. Young Drilling Co.

³ Effective date: Date of initial delivery.

⁴ Effective date: Date of initial delivery.

⁵ Effective date: Date of initial delivery.

⁶ Effective date: Date of initial delivery.

⁷ Effective date: Date of initial delivery.

⁸ Effective date: Date of initial delivery.

⁹ Effective date: Date of initial delivery.

¹⁰ Effective date: Date of initial delivery.

¹¹ Effective date: Date of initial delivery.

¹² Effective date: Date of initial delivery.

¹³ Effective date: Date of initial delivery.

¹⁴ Effective date: Date of initial delivery.

¹⁵ Effective date: Date of initial delivery.

¹⁶ Effective date: Date of initial delivery.

¹⁷ Effective date: Date of initial delivery.

¹⁸ Effective date: Date of initial delivery.

¹⁹ Effective date: Date of initial delivery.

²⁰ Effective date: Date of initial delivery.

²¹ Effective date: Date of initial delivery.

²² Effective date: Date of initial delivery.

²³ Effective date: Date of initial delivery.

²⁴ Effective date: Date of initial delivery.

²⁵ Effective date: Date of initial delivery.

²⁶ Effective date: Date of initial delivery.

²⁷ Effective date: Date of initial delivery.

- ²¹ By letter dated July 29, 1964, Applicant stated willingness to accept permanent certificate at 16.0 cents per Mcf.
²² Supersedes contract dated July 14, 1962 (on file as Pan American Petroleum Corp. FPC GRS No. 129) insofar as it pertains to Hanley's acquired interest.
²³ Applicant has not yet submitted a rate schedule.
²⁴ Applicant agreed to accept the 15.0-cent rate until such time as a higher price is authorized for the area.
²⁵ Assignment from States Oil Co., Inc., to Pan American of nonproducing property.
²⁶ Production of gas no longer economically feasible.

[F.R. Doc. 64-10893; Filed, Oct. 27, 1964; 8:45 a.m.]

[Docket No. RI65-185 etc.]

PHILLIPS PETROLEUM CO. ET AL.
Order Providing for Hearings;
Correction

OCTOBER 16, 1964.

Phillips Petroleum Company (Operator), Docket Nos. RI65-185, et al.; Martin, Williams & Judson (Operator), et al., Docket No. RI65-193.

In the Order Providing for Hearings on and Suspension of Proposed Changes in Rates, issued September 22, 1964, and published in the FEDERAL REGISTER, October 2, 1964 (F.R. Doc. 9882; 29 F.R. 13583), in the chart after Docket No. RI65-193, Martin, Williams, and Judson (Operator), et al. correct the Amount of Annual Increase to read "\$29,720" in lieu of "29,750" also correct the Proposed Increased Rate from "21.9429" to read "21.9439".

JOSEPH H. GUTRIDE,
 Secretary.

[F.R. Doc. 64-10939; Filed, Oct. 27, 1964; 8:45 a.m.]

SOCONY MOBIL OIL CO., INC., AND SKELLY OIL COMPANY

Order Providing for Hearings;
Correction

OCTOBER 16, 1964.

In the Order Providing for Hearings on and Suspension of Proposed Changes in Rates, Docket Nos. RI65-173, et al., Docket No. RI65-175, issued September 11, 1964, and published in the FEDERAL REGISTER September 18, 1964 (F.R. Doc. 64-9479; 29 F.R. 13087), in chart, after Docket No. RI65-175, Skelly Oil Co., correct the Date Suspended Until to read "1-2-65" in lieu of "1-1-65".

JOSEPH H. GUTRIDE,
 Secretary.

[F.R. Doc. 64-10940; Filed, Oct. 27, 1964; 8:45 a.m.]

[Docket No. RI65-157 etc.]

SUPERIOR OIL CO. ET AL.
Order Providing for Hearings;
Correction

OCTOBER 16, 1964.

The Superior Oil Company, Docket Nos. RI65-157, et al., and Columbian Fuel Corporation (Operator), et al., Docket No. RI65-161.

In the Order Providing for Hearings on and Suspension of Proposed Changes in Rates, issued September 2, 1964, and published in the FEDERAL REGISTER, September 12, 1964 (F.R. Doc. 64-9199; 29 F.R. 12889-12890), in the chart, after Docket No. RI65-161, Columbian Fuel Corporation (Operator), et al., correct

the purchaser to read "United Fuel Gas Company" in lieu of "United Gas Pipe Line Company" under the column headed "Purchaser and Producing Area".

JOSEPH H. GUTRIDE,
 Secretary.

[F.R. Doc. 64-10941; Filed, Oct. 27, 1964; 8:45 a.m.]

[Docket Nos. G-17960, etc.]

TURNBULL & ZOCH DRILLING CO.
ET AL.
Order Severing Proceedings;
Correction

OCTOBER 8, 1964.

In the Order Severing Proceedings, Consolidating Proceedings, Cancelling Docket Numbers, Fixing Date for Prehearing Conference and Notice of Applications, issued May 28, 1964, and published in the FEDERAL REGISTER, June 5, 1964 (F.R. Doc. 64-5525; 29 F.R. 7334-7337) change "Five" to read "Six" in the first and fourth lines of paragraph four, in the third column.

Correct footnote 5 to read as follows:

"Docket Nos. CI60-323, CI60-325, CI60-506, CI60-508, CI62-123, and CI63-925."

In finding paragraph (1)(c) and ordering paragraph (C) insert "CI63-925" after Docket No. CI61-71.

JOSEPH H. GUTRIDE,
 Secretary.

[F.R. Doc. 64-10942; Filed, Oct. 27, 1964; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 694]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

OCTOBER 23, 1964.

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

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

All hearings and prehearing conferences will be called at 9:30 a.m., U.S. standard time, or 9:30 a.m., local d.s.t.,

if that time is observed, unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING

SECTION A

No. MC 61592 (Sub-No. 22) (AMENDMENT), filed May 18, 1964, published FEDERAL REGISTER, May 27, 1964, amended October 2, 1964, and republished as amended this issue. Applicant: JENKINS TRUCK LINES, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's attorney: Val M. Higgins, 1000 First National Bank Bldg., Minneapolis, Minn., 55402. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Agricultural implements and machinery parts and snow removal equipment*, from Tulsa, Okla., to points in Iowa and Wisconsin and empty containers or other such incidental facilities (not specified) used in transporting the above-described commodities, on return.

NOTE: The purpose of this republication is to add Wisconsin as a destination State.

HEARING: December 16, 1964, at the Mayo Hotel, Tulsa, Okla., before Examiner John B. Mealy.

SECTION B

No. MC 58135 (Sub-No. 2) (CORRECTED REPUBLICATION), filed March 30, 1964, published FEDERAL REGISTER, issue of April 15, 1964, republished, issue of September 30, 1964, and republished as corrected this issue. Applicant: FOGG'S TRANSPORTATION, INC., 76 Cross Street, Portland, Maine. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, (1) between the junction U.S. Highway 202 and Maine Highway 106 (about 4 miles north of Greene) and Leeds, Maine, over Maine Highway 106, serving no intermediate or off-route points, and (2) between Augusta and Waterville, Maine, over Maine Highway 104, serving Sidney, Maine as an intermediate point. The publication of September 30, 1964, referred to a report and order, recommended by Joint Board No. 70. Said order did not become effective, and was stayed by order of August 14, 1964. A report of the Commission, Operating Rights Review Board No. 2, served September 17, 1964, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle of general commodities (1) between the junction U.S. Highway 202 and Maine Highway 106 (approximately 4 miles north of Greene, Maine), and Leeds, Maine, over Maine Highway 106, serving no intermediate points, and (2) between Augusta, Maine, and Waterville, Maine, over Maine Highway 104, serving Sidney, Maine, as an intermediate point, subject, however, to the conditions (a) that the authority granted, to the extent it authorizes the transportation of Classes A and B explosives, shall be limited in point of time to a period expiring 5 years from the effective date thereof, and (b) that issuance of the certificate authorized

herein shall be withheld for a period of 30 days after republication of corrected notice in the FEDERAL REGISTER of the authority granted herein, during which period any proper party in interest may file an appropriate pleading.

No. MC 123614 (Sub-No. 4), filed November 7, 1963. Applicant: JAMES TROWBRIDGE, 99 Ridge Street, Shavertown, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, from Big Flats, N.Y., to points (including farm delivery) in Susquehanna, Sullivan, Bradford, and Wyoming Counties, Pa. (excluding points within 20 miles of Liberty, Pa.).

HEARING: December 14, 1964, at Federal Building, Scranton, Pa., before Examiner Wm. N. Culbertson.

No. MC 124527 (Sub-No. 2) (REPUBLICATION), filed February 14, 1964, published FEDERAL REGISTER, issue of March 11, 1964, and republished this issue. Applicants: GEORGE G. SOUHAN, CLARA G. SOUHAN, IDA MAY GEB, AND FRANCIS J. SOUHAN, a partnership, doing business as FRANCIS J. SOUHAN AND GEORGE G. SOUHAN, Seneca Falls, N.Y. Applicant's attorney: Murray J. S. Kirshtein, 103 Oriskany Street E., Utica, N.Y., 13501. By application filed February 14, 1964, applicants seek a permit authorizing operation, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of raw materials, dyes, and chemicals (not in bulk), used in the process of knitting and the manufacture of knit goods, and of empty containers or other such incidental facilities used in transporting such commodities, between Seneca Falls and Averill Park, N.Y., and Woonsocket, R.I., on the one hand, and, on the other, Fall River, Farnumsville, Malden, Wakefield, Spencer, West Concord, Webster, East Dedham, and Lowell, Mass., Stamford and Putnam, Conn., Perth Amboy and Jersey City, N.J., Woonsocket, R.I., and Elwood and Hanover, Pa. A report and order, recommended by Examiner Gordon McLean Callow, served July 27, 1964, recommended that applicants be granted the authority sought, except for the return movement of empty containers, limited to operations under contract with four shippers. On exceptions applicants state that they inadvertently omitted from their application a request to transport finished knitted products in addition to the commodities named. A report and order, Operating Rights Review Board Number 2, decided September 30, 1964, served October 14, 1964, finds that operation by applicants, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, under continuing contracts with Geb and Souhan Yarn Company, Inc., and Seneca Knitting Mills Company, Inc., both of Seneca Falls, N.Y., with Souhan Textiles, Inc. of Averill Park, N.Y., and with Bunin Spinning Co., Inc., of Woonsocket, R.I., of (1) raw materials, dyes, and chemicals (not in bulk), used in the process of knitting and in the manufacture of knit goods, and (2) finished knitted products,

between Seneca Falls and Averill Park, N.Y., and Woonsocket, R.I., on the one hand, and, on the other, Fall River, Farnumsville, Malden, Wakefield, Spencer, West Concord, Webster, East Dedham, and Lowell, Mass., Stamford and Putnam, Conn., Perth Amboy and Jersey City, N.J., Elwood and Hanover, Pa., and Woonsocket, R.I., will be consistent with the public interest and the national transportation policy; and that a permit authorizing such operation should be granted, but not prior to the elapse of 30 days following republication in the FEDERAL REGISTER of a notice of authority granted herein.

NOTICE OF FILING OF PETITIONS

No. MC 112497 (Sub-No. 72), renumbered and reentitled No. MC 107002 (Sub-No. 216) (PETITION FOR MODIFICATION), filed October 6, 1964. Petitioner: HEARIN-MILLER TRANSPORTERS, INC., Jackson, Miss. (SUCCESSOR-IN-INTEREST TO HEARIN TANK LINES, INC.). Petitioner's attorneys: Harry C. Ames, Jr., and E. Stephen Heisley, 529 Transportation Building, Washington, D.C., 20006. By Certificate issued to Hearin Tank Lines, Inc. in No. MC 112497 (Sub-No. 72), Hearin was authorized to transport: (a) Anhydrous ammonia, in bulk, in tank vehicles, from Velasco, Texas, to points in Louisiana and Mississippi, and (b) muriatic acid, in bulk, in tank vehicles, from Velasco, Texas, to points in Louisiana and Mississippi. It is these specific items of Sub-No. 72, to which the petition is directed. Pursuant to MC-F-7679, Hearin Tank Lines, Inc. (MC-112497 and Subs), and Miller Transporters, Ltd. (MC 11159 and Subs), were merged into W. M. Chambers Truck Line, Inc. (MC-107002 and Subs). Effective May 16, 1964, the merger of the three companies was consummated, and the name of the merged company was changed to Hearin-Miller Transporters, Inc., the petitioner herein. By the instant petition, petitioner requests modification of that portion of the certificate in MC 112497 (Sub-No. 72), now renumbered MC 107002 (Sub-No. 216), which authorizes the transportation of anhydrous ammonia and muriatic acid, from Velasco, Texas, to substitute Freeport, Texas, for Velasco, Texas. The remainder of the certificate would remain the same. 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 (consisting of an original and six copies) supporting or opposing the relief sought by petitioner.

APPLICATIONS FOR CERTIFICATE 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 48022 (Sub-No. 7), filed October 21, 1964. Applicant: INLAND EXPRESS, INC., Maple and Walker Streets, Marlboro, Mass. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road, Braintree 84, Mass. Authority sought to operate as a com-

mon carrier, by motor vehicle, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), (a) over regular routes between Boston and Wilmamstown, Mass. over Massachusetts Highway 2 serving the intermediate points of Arlington, Westminster, Gardner, Templeton, Erving, Greenfield, Shelburne, Charlemon, Florida, and North Adams and the off-route points of Cambridge, Somerville, Lexington, Lincoln, Concord, Acton, Littleton, Ayer, Shirley, Lunenburg, Fitchburg, Phillipston, Athol, Orange, Montague, Gill, Buckland, Savoy, and Clarksburg and (b) over irregular routes between points in that portion of Massachusetts east of the Cape Cod Canal bounded and described as follows including points on the highways specified: beginning at the intersection of Massachusetts Highway 31 at the Connecticut-Massachusetts State line at or near Dudley, Mass.; thence along Massachusetts Highway 31 to its intersection with Massachusetts Highway 56 at Paxton, thence along Massachusetts Highway 56 to its intersection with Massachusetts Highway 68 at North Rutland, thence along Massachusetts Highway 68 to its intersection with Massachusetts Highway 101 at Gardner, thence along Massachusetts Highway 101 to its intersection with Massachusetts Highway 119, thence along Massachusetts Highway 119 to the Massachusetts-New Hampshire State line.

NOTE: This is a matter directly related to MC-F-8915.

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-8911. Authority sought for purchase by STANDARD TRANSFER AND STORAGE, INC., 4th and Bryant Streets NE., Washington 2, D.C., of a portion of the operating rights of HENRY C. BUNGIE, doing business as WASHINGTON-SOLOMONS FREIGHT LINE, 4408 Sheriff Road NE., Washington 19, D.C., and for acquisition by Robert W. BERBERICH, also of Washington, D.C., of control of such rights through the purchase. Applicants' attorneys: Donald E. Cross, 1329 E Street NW., Washington 4, D.C., and Leon M. Shinsberg, 514 15th Street NW., Washington, D.C. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier, over irregular routes, between Washington, D.C., on the one hand, and, on the other, points in Charles, and Saint

Marys Counties, Md. Vendee is authorized to operate as a *common carrier* in Maryland and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8912. Authority sought for purchase by R. W. EXPRESS, INC., 4840 Wyoming, Dearborn 2, Mich., of the operating rights of HOGUE STEEL EXPRESS CO., 4840 Wyoming, Dearborn 2, Mich., and for acquisition by C. RUSSELL WAGSTAFF, also of Dearborn, Mich., of control of such rights through the purchase. Applicants' attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Operating rights sought to be transferred: *Iron and steel articles*, as a *common carrier*, over irregular routes, between Detroit, Ecorse, River Rouge, and Dearborn, Mich., on the one hand, and, on the other, points in Michigan. Vendee is authorized to operate as a *common carrier* in Michigan, Illinois, Ohio, and Indiana. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8913. Authority sought for purchase by NORWALK TRUCK LINES, INC., 180 Milan Avenue, Norwalk, Ohio, of the operating rights and property of VALLEY FREIGHT LINES, INC., Post Office Box 231, Rural Delivery No. 2, New Castle, Pa., and for acquisition by CHARLES W. HOKE, also of Norwalk, Ohio, GEORGE W. BYERS, SR., 658 Fairway Boulevard, Columbus, Ohio, ARTHUR E. WHITE, 5775 Carrington Court, Worthington, Ohio, ELMER J. KLAMFOTH (deceased—no appointed successor), 753 Bedford Avenue, Columbus, Ohio, JOHN W. CHRISTENSEN, 8 East Long Street, Columbus, Ohio, and EWING T. BOLES, 51 North High Street, Columbus, Ohio, of control of such rights and property through the purchase. Applicants' attorney: Eugene T. Lipfert, 1035 Universal Boulevard N., 1875 Connecticut Avenue NW., Washington, D.C., 20009. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between New Castle, Pa., and Cleveland, Ohio, serving certain intermediate and off-route points, between Beaver Falls, Pa., and Cleveland, Ohio, serving the intermediate point of Salem, Ohio, between Titusville, Pa., and Cleveland, Ohio, between Sharon, Pa., and Warren, Ohio, between Sharon, Pa., and Youngstown, Ohio, serving no intermediate points, between Meadville, Pa., and Pittsburgh, Pa., between specified points in Pennsylvania, serving all intermediate and certain off-route points, between Kittanning, Pa., and Indiana, Pa., between Indiana, Pa., and Blairsville, Pa., serving all intermediate points; *general commodities*, excepting, among others, household goods and commodities in bulk (not including those requiring refrigeration), between Erie, Pa., and Buffalo, N.Y., serving certain intermediate points; *general commodities*, between Erie, Pa., and Meadville, Pa., between junction Pennsylvania Highways 18 and 518, and Sharon, Pa., serving all intermediate points; *general commodities*, excepting, among others, household goods

and commodities in bulk (not including those requiring refrigeration), over irregular routes, between Erie, Pa., on the one hand, and, on the other, points in Pennsylvania, within ten miles of Erie, Pa.; *such merchandise* as is dealt in by retail merchandising establishments, in retail delivery service, from New Castle, Pa., to points in Mahoning, Trumbull, and Columbiana Counties, Ohio. Vendee is authorized to operate as a *common carrier* in Ohio, Michigan, Indiana, Illinois, Pennsylvania, New York, West Virginia, and Wisconsin. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8914. Authority sought for purchase by ST. JOHNSBURY TRUCKING COMPANY, INC., 38 Main Street, St. Johnsbury, Vt., of the operating rights of ARTHUR E. CARD, JR., doing business as N.H. & VT. TRANSPORTATION, Manchester, N.H., and for acquisition by HARRY D. ZABARSKY, 38 Main Street, St. Johnsbury, Vt., MILTON J. ZABARSKY and MAURICE ZABARSKY, both of 40 Erie Street, Cambridge, Mass., of control of such rights through the purchase. Applicants' attorneys: Francis E. Barrett and Francis P. Barrett, both of 25 Bryant Avenue, East Milton, Mass., 02186 and Kenneth Graf, 40 Stark Street, Manchester, N.H., 03101. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over irregular routes, between Colebrook, N.H., and points in New Hampshire within 30 miles of Colebrook, on the one hand, and, on the other, points in Vermont; *household goods* as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, between Colebrook, N.H., and points in New Hampshire within 15 miles of Colebrook, on the one hand, and, on the other, points in Maine. Vendee is authorized to operate as a *common carrier* in Vermont, New Hampshire, Maine, Massachusetts, Connecticut, Rhode Island, New Jersey, New York, Pennsylvania, Maryland, Delaware, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8915. Authority sought for purchase by INLAND EXPRESS, INC., Maple and Walker Streets, Marlboro, Mass., of the operating rights of EVERETT M. MILLIS, doing business as AYER MOTOR EXPRESS, 39 Central Avenue, Ayer, Mass., and for acquisition by RALPH R. RUBADO, and SAMUEL PEARL, both of Marlboro, Mass., of control of such rights through the purchase. Applicants' attorneys: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road, Braintree, Mass., and Thomas W. Murrett, 410 Asylum Street, Hartford, Conn. Operating rights sought to be transferred: *General commodities*, except those of unusual value, and except dangerous explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movings"), commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, as a *common carrier*, over a regular route, between

Boston, Mass., and Fitchburg, Mass., serving all intermediate and certain off-route points; and in pending docket No. MC-76613 Sub-2, seeking a certificate of registration, covering the transportation of paper mill supplies, and also property in bundles and containers and manufactured products, as a *common carrier*, in intrastate commerce, within the State of Massachusetts. Vendee is authorized to operate as a *common carrier* in Massachusetts, New York, Connecticut, and Rhode Island. Application has been filed for temporary authority under Section 210a(b).

NOTE: No. MC-48022 Sub-7 is a matter directly related. A petition seeking termination of temporary authority in Docket No. MC-F-7793 (Lombard Bros., Inc.—Purchase—Everett M. Millis), was filed simultaneously upon determination of the temporary authority in the above application.

No. MC-F-8916. Authority sought for control by TRANSPORT MOTOR EXPRESS, INC., Post Office Box 958, Meyer Road, Fort Wayne, Ind., of CAPITOL FREIGHT LINES, INC. (IND. CORP.), 1530 S. Walnut Street, South Bend, Ind., and for acquisition by ROY HUSER, also of Fort Wayne, Ind., of control of CAPITOL FREIGHT LINES, INC., through the acquisition by TRANSPORT MOTOR EXPRESS, INC. Applicants' attorneys: Axelrod, Goodman, and Steiner, 39 S. La Salle Street, Chicago, Ill., 60603. Operating rights sought to be controlled: In pending Docket No. MC-121086 Sub-1, seeking a certificate of registration, covering the transportation of commodities generally, as a *common carrier*, in intrastate commerce, within the State of Indiana. TRANSPORT MOTOR EXPRESS, INC., is authorized to operate as a *common carrier* in Pennsylvania, Illinois, Indiana, Ohio, Delaware, West Virginia, New York, New Jersey, Maryland, Virginia, Massachusetts, Connecticut, Rhode Island, Wisconsin, Missouri, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

NOTE: No. MC-121086 Sub-2, is a matter directly related.

No. MC-F-8917. Authority sought for purchase by SOUTHWESTERN TRANSPORT COMPANY, INC., 1730 Bassett Avenue, El Paso, Tex., of the operating rights of DALLAS TRUCKING, INC., 10518 Goodnight Lane (Post Office Box 13096), Dallas, Tex., and for acquisition by JOHN C. HUDSON, 1700 Elm, El Paso, Tex., and MARY L. BAILEY, 3033 Federal, El Paso, Tex., of control of such rights through the purchase. Applicants' attorney: Joe G. Fender, 2033 Norfolk Street, Houston 6, Tex. Operating rights sought to be transferred: *Machinery, equipment, materials, and supplies*, used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and byproducts, and *machinery, equipment, materials, and supplies*, used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking-up

thereof, and such other commodities as require specialized handling or rigging because of size or weight, as a common carrier, over irregular routes, between points in Texas. Vendee is authorized to operate as a common carrier in Texas, New Mexico, and Arizona. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8918. Authority sought for purchase by C. I. WHITTEN TRANSFER COMPANY, 200 19th Street, Huntington, W. Va., of the operating rights of THOMAS L. LEISHMAN, 206 Forest Road, Huntington, W. Va., and for acquisition by OLIVIER COMPANY, INC., c/o J. L. ULLMAN, 511 S. 20th Street, Birmingham, Ala., 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: *Explosives*, as a common carrier, over irregular routes, from Evansville, Ind., and Wolf Lake, Ill., to certain points in Illinois and Indiana; *explosives and blasting supplies*, from Evansville, Ind., and Wolf Lake, Ill., to points in Kentucky on and west of U.S. Highway 31E. Vendee is authorized to operate as a common carrier in West Virginia, Pennsylvania, Ohio, Virginia, Kentucky, North Carolina, Illinois, New Jersey, Maryland, Alabama, Connecticut, Delaware, Massachusetts, Vermont, Maine, New York, Tennessee, Indiana, Iowa, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-10948; Filed, Oct. 27, 1964;
8:46 a.m.]

[Notice 695]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

OCTOBER 23, 1964.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice published in the FEDERAL REGISTER, issue of December 2, 1963, which became effective January 1, 1964.

MOTOR CARRIERS OF PROPERTY

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

Special rules of procedure for hearing.

(1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evi-

dence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

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

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

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

No. MC 103435 (Sub-No. 160), filed October 19, 1964. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, a corporation, E. 915 Springfield Avenue, Spokane, Wash. Applicant's attorney: George LaBissoniere, 333 Central Building, Seattle, Wash., and applicant's representative: J. Maurice Andren, Post Office Box 1631, Rapid City, S. Dak. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods, frozen fruits, frozen berries, frozen vegetables, frozen juice concentrates, frozen pies, and potato products*, from points in Oregon, and Washington, to American Falls, Boise, Nampa, Pocatello, Caldwell, Heyburn, and Burley, Idaho, and Ontario, Oreg., for storage in transit and subsequent outbound movement to points in Iowa, Kansas, Missouri, and Nebraska.

HEARING: November 5, 1964, at the Hotel Boise, Eighth and Bannock, Boise, Idaho, before Examiner Frank R. Saltzman.

No. MC 113678 (Sub-No. 85), filed October 9, 1964. Applicant: CURTIS, INC., 770 E. 51st Avenue, Denver, Colo., 80216. 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* (except commodities in bulk in tank vehicles), from the plant site of Swift and Company located at or near Grand Island, Nebr., to points in Illinois, Colorado, New York, Massachusetts, Kentucky, Tennessee, Connecticut, Ohio, and Washington, D.C., Detroit, Mich., and Philadelphia, Pa., restricted to traffic originating at plant site of Swift and Company at or near Grand Island, Nebr.

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

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-10949; Filed, Oct. 27, 1964;
8:46 a.m.]

[Notice 693]

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

OCTOBER 23, 1964.

The following applications are governed by Special Rule 1.247¹ of the Commission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protests shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d)(4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 8550 (Sub-No. 8), filed October 8, 1964. Applicant: TRUCKAWAY CORPORATION, 355 South Sanford Street, Pontiac, Mich. Applicant's attorney: Albert F. Beasley, Investment Building, 15th and K Streets NW., Washington 5, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers and trailer chassis* (except mobile homes), in driveway and truck-away service, from Rose City, Mich., and points within ten (10) miles thereof to military posts, camps, forts, reservations and stations in the United States (except Alaska and Hawaii) upon Government bills of lading.

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

No. MC 10761 (Sub-No. 170), filed October 15, 1964. Applicant: TRANS-AMERICAN FREIGHT LINES, INC., 1700 N. Waterman Avenue, Detroit 9, Mich. Applicant's attorney: Howell Ellis, Suite 616-618 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a com-

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

mon 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), serving the site of the plants of the General Motors Corporation located in Lordstown Township, Trumbull County, Ohio, as off-route points in connection with applicant's regular-route authority between Cleveland, Ohio and Pittsburgh, Pa.

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

No. MC 22278 (Sub-No. 17), filed October 7, 1964. Applicant: TAKIN BROS. FREIGHT LINE, INC., 2125 Commercial Street, Waterloo, 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 Perry, Iowa, to points in Illinois, Minnesota, Nebraska, North Dakota, South Dakota, and Wisconsin.

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

No. MC 29566 (Sub-No. 91), filed October 12, 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: *Frozen foods*, (1) from Ft. Dodge and Webster City, Iowa, to points in Kansas, Missouri, and Oklahoma, and (2) from Kansas City, Mo.-Kans., to points in Illinois on and south of U.S. Highway 24, Festus, Poplar Bluff, Scott City, Sikeston, and Washington, Mo., and Ada, Ardmore, Clinton, Durant, and Hobart, Okla.

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

No. MC 30844 (Sub-No. 156) (CORRECTION), filed September 14, 1964, published FEDERAL REGISTER, issue of September 30, 1964, and republished as corrected, this issue. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa.

NOTE: The purpose of this republication is to set forth applicant's correct name as shown above in lieu of "Kroblin Refrigerated Xpress".

No. MC 30844 (Sub-No. 160), filed October 7, 1964. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, potatoes and potato products*, from points in Montcalm County, Mich. to points in Colorado, Connecticut, Delaware, the

District of Columbia, Illinois, Indiana, Iowa, Kansas, Maryland, Massachusetts, Minnesota, Missouri, Nebraska, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Texas, Virginia, West Virginia, and Wisconsin.

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

No. MC 30844 (Sub-No. 161), filed October 12, 1964. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by wholesale and retail gift and specialty business houses*, from points in Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin, to Waterloo, Iowa.

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

No. MC 50069 (Sub-No. 306), filed October 15, 1964. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank or hopper-type vehicles, from Tri-City Regional Port Complex located in Madison County, Ill., to points in the United States (except Alaska and Hawaii).

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

No. MC 51322 (Sub-No. 2), filed October 12, 1964. Applicant: JACK DANE CAGNO, doing business as CAGNO HORSE TRANSPORTATION, 1343 Caryl Drive, Bedford, Ohio. Applicant's attorney: Bernard S. Goldfarb, 1625 The Illuminating Building, 55 Public Square, Cleveland, Ohio, 44113. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Horses other than ordinary, and in the same vehicle such equipment and supplies, incidental to the care, transportation, racing, and exhibition, of such horses*, between points in Alabama, Arkansas, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, and West Virginia.

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

No. MC 52751 (Sub-No. 40), filed October 8, 1964. Applicant: ACE LINES, INC., 4143 East 43d Street, Des Moines, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa, 50316. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials, wallboard, pulp board, hardboard, insulation materials and materials and accessories for the installation thereof, and padding and cushioning materials*, from Bemidji, Cloquet, Duluth, Virginia, and International Falls, Minn., to points in Illinois, Iowa, Montana, North Dakota, South Dakota, and Wisconsin.

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

No. MC 52751 (Sub-No. 41), filed October 12, 1964. Applicant: ACE LINES, INC., 4143 East 43d Street, Des Moines, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Baler and binder twine*, from Chicago, Ill., to points in Kansas, Missouri, and Nebraska (except Omaha).

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

No. MC 56213 (Sub-No. 11), filed October 8, 1964. Applicant: WILLIAM H. BRILLHART, doing business as H. & B. TRUCKING COMPANY, Codorus, Pa. Applicant's representative: John W. Frame, Post Office Box 626, 2207 Old Gettysburg Road, Camp Hill, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mica pigment*, from Hokes, Pa., to East Walpole, Mass., New Haven, Conn., Providence, R.I., and points in New York and New Jersey (excepting Perth Amboy, Hackensack, and Edgewater, N.J.), and empty containers or other such incidental facilities (not specified), used in transporting the above described commodity, on return.

NOTE: Applicant states that it now holds authority under its Sub 5 to transport mica pigment, in bags, to and from the same points. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 60272 (Sub-No. 7), filed October 7, 1964. Applicant: HANSON TRANSFER, INC., Mayville, N. Dak. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except commodities of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Grand Forks, N. Dak., and Aneta, N. Dak.: from Grand Forks, N. Dak., over U.S. Highway 81 to junction North Dakota Highway 15, thence over North Dakota Highway 15 to junction North Dakota Highway 32, thence over North Dakota Highway 32 to Aneta, N. Dak., and

return over the same route, serving all intermediate points (except those on U.S. Highway 81).

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

No. MC 61506 (Sub-No. 19), filed October 14, 1964. Applicant: RUSSELL TRANSFER COMPANY, INC., Athens-Augusta Highway, Post Office Box 92, Washington, Ga. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* as described in Appendix XIII to *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, including *naphtha*, but excluding all other acids and chemicals as defined in Appendix XV thereto, (1) from Guntersville, Ala., to points in Louisiana and (2) from New Orleans, La., to Guntersville, Ala., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, and *rejected shipments*, on return.

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

No. MC 61506 (Sub-No. 20), filed October 14, 1964. Applicant: RUSSELL TRANSFER COMPANY, INC., Athens-Augusta Highway, Post Office Box 92, Washington, Ga. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* as described in Appendix XIII to *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, including *naphtha*, but excluding all other acids and chemicals as defined in Appendix XV thereto, from Charleston, S.C., to points in Kentucky north of Pike, Floyd, Magoffin, Breathitt, Lee, Estill, Madison, Garrard, Lincoln, Boyle, Marion, Nelson, Larue, Hardin, Grayson, Ohio, McLean, Webster, Henderson, and Union Counties, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, and *rejected shipments*, on return.

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

No. MC 61506 (Sub-No. 21), filed October 14, 1964. Applicant: RUSSELL TRANSFER COMPANY, INC., Athens-Augusta Highway, Post Office Box 92, Washington, Ga. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* as described in Appendix XIII to *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, including *naphtha*, but excluding all other acids and chemicals as defined in Appendix XV thereto, in packages, from Charleston, S.C., to points in Virginia, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, and *rejected shipments*, on return.

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

No. MC 75320 (Sub-No. 102), filed October 8, 1964. Applicant: CAMPBELL

SIXTY-SIX EXPRESS, INC., Post Office Box 807, Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving the plant site of McGraw Hill Book Company, located at or near Manchester, Mo., as an off-route point in connection with applicant's authorized regular-route operations between (1) Springfield, Mo., and Chicago, Ill., and (2) Memphis, Tenn., and St. Louis, Mo.

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

No. MC 87482 (Sub-No. 4), filed October 12, 1964. Applicant: NICK G. KATSILOS, doing business as GUST A. KATSILOS AND SON, 212 Fifth Street, Wilmerding, Pa. Applicant's attorney: Henry M. Wick, Jr., 1515 Park Building, Pittsburgh, Pa., 15222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *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 those requiring special equipment), between points in North Huntingdon Township, Westmoreland County, Pa., on the one hand, and, on the other, points in Allegheny, Beaver, Butler, Fayette, Lawrence, Mercer, and Westmoreland Counties, Pa.

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

No. MC 92983 (Sub-No. 451), filed October 7, 1964. Applicant: ELDON MILLER, INC., Post Office Box 617, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fats and oils*, in bulk, in tank vehicles, from points in California and Oregon to points in Kansas and Nebraska.

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

No. MC 93003 (Sub-No. 40), filed October 15, 1964. Applicant: CARROLL TRUCKING COMPANY, a corporation, Post Office Box 5468, Huntington 3, W. Va. Applicant's attorney: Paul F. Sullivan, Barr Building, 910 17th Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, as described in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and *iron and steel* (except those requiring special equipment), from points in Cabell County, W. Va., to points in Tennessee, Virginia, North Carolina, South Carolina, Alabama, Georgia, Mississippi, Florida, and Louisiana, and *empty containers or other such incidental facilities* (not spec-

ified) used in transporting the above-described commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Charleston, W. Va.

No. MC 96176 (Sub-No. 11), filed September 24, 1964. Applicant: RAY CARTER, INC., 1629 Rozelle Street, Memphis 7, Tenn. 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: *Construction, maintenance, power distribution, and plant machinery, tools and equipment, and parts, accessories, and attachments therefor*, between points in Tennessee, Louisiana, Arkansas, Mississippi, Kentucky, and Alabama.

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

No. MC 102318 (Sub-No. 2), filed October 8, 1964. Applicant: GERALD SCOTT, 14 Fairway Drive, Hanover, 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: (1) *Resin coated fabrics, wall board cement, cap molding*, from Wharton, N.J., to points in Essex, Hudson, Union, Bergen, Passaic, Middlesex Counties, N.J.; points in New York, N.Y., commercial zone, Philadelphia, Pa., and Washington, D.C., and *rejected, damaged shipments*, on return, and (2) *embosser rolls*, between Wharton, N.J., on the one hand, and, on the other, South Norwalk, Conn. RESTRICTION: Under contract with L. E. Carpenter & Company, Wharton, N.J.

NOTE: Applicant presently holds contract carrier permit in MC 102318 Sub 1 authorizing pyroxylin coated fabrics from Wharton, N.J., to Newark, N.J., and points in New York, N.Y., commercial zone. Duplicating authority is not requested.

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

No. MC 103191 (Sub-No. 16), filed October 9, 1964. Applicant: THE GEO. A. RHEMAN CO., INC., Post Office Box 2095, Station A, Charleston, S.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia 1, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Orangeburg County, S.C., to Charleston, S.C., and *rejected shipments*, on return.

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

No. MC 103435 (Sub-No. 155), filed October 2, 1964. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, a corporation, East 915 Springfield Avenue, Spokane 2, Wash. Applicant's attorney: George R. LaBissoniere, 333 Central Building, Seattle 4, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except articles of unusual value, livestock, dangerous explosives, commodities in bulk, and household goods as

defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467) serving the site of the International Aluminum Co. reduction plant located near Ferndale, Wash., 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 Seattle, Wash.

No. MC 103435 (Sub-No. 157), filed October 8, 1964. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, a corporation, East 915 Springfield Avenue, Spokane, Wash. Applicant's representative: J. Maurice Andren, Post Office Box 1631, Rapid City, S. Dak. Applicant's attorney: George R. LaBissoniere, 333 Central Building, Seattle, Wash. 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., and points within 10 miles thereof, to points in Oregon, Washington, and Idaho.

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

No. MC 103435 (Sub-No. 159), filed October 12, 1964. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, a corporation, East 915 Springfield Avenue, Spokane, Wash. Applicant's attorney: George LaBissoniere, 333 Central Building, Seattle, Wash. and applicant's representative: J. Maurice Andren, Post Office Box 1631, Rapid City, S. Dak. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) between St. Joseph, Mo., and Tarkio, Mo.: from St. Joseph over U.S. Highway 71 to junction U.S. Highway 136 (formerly Missouri Highway 4), and thence over U.S. Highway 136 (formerly Missouri Highway 4) to Tarkio and return over the same route, serving all intermediate points and the off-route points of Graham, Pickering, and Hopkins, Mo.; (2) between St. Joseph, Mo., and Tarkio, Mo.: from St. Joseph over U.S. Highway 59 to Tarkio and return over the same route serving all intermediate points and the off-route points of Forest City, Maitland, Bigelow, and Rockport, Mo.; (3) between Westboro, Mo., and Omaha, Nebr.: (a) From Westboro over Atchison County Highway C to junction U.S. Highway 59, thence over U.S. Highway 59 to junction Iowa Highway 2, thence over Iowa Highway 2 to the Missouri River, thence across the Missouri River to Nebraska City, Nebr., thence over U.S. Highway 75 to Omaha, and (b) and return over U.S. Highway 75, from Omaha to Nebraska City, Nebr., thence across the Missouri River to junction Iowa Highway 2, thence over Iowa Highway 2 to junction U.S. Highway 275, thence over U.S. Highway 275 to junction U.S.

Highway 59, thence over U.S. Highway 59 to Fairfax, Mo., thence return over U.S. Highway 59 to junction Atchison County Highway C, thence over Atchison County Highway C to Westboro, Mo., serving the intermediate points of Rockport, Fairfax, and Tarkio, Mo.; (4) between Langdon, Mo., and Rockport, Mo.: from Langdon over Atchison County Highway E to junction Missouri Highway 111, thence over Missouri Highway 111 to Rockport, and return over the same route, serving all intermediate points, (5) between Princeton, Mo., and East St. Louis, Ill., from Princeton over U.S. Highway 65 to Chillicothe, Mo.

Thence over U.S. Highway 36 to Hannibal, Mo., thence over U.S. Highway 61 to Wentzville, Mo., thence over Alternate U.S. Highway 40 to East St. Louis, and return over the same route, serving the intermediate points of Spickard, Tindall, Trenton and St. Louis, Mo., and the off-route points of Mill Grove, Cainesville, Goshen, Lineville, Lucerne, Modena, Mercer, Mt. Moriah, Powersville, and Ravanna; (6) between Princeton, Mo., and Kansas City, Kans.: from Princeton over U.S. Highway 65 to Trenton, Mo., thence over Missouri Highway 6 to junction U.S. Highway 69, thence over U.S. Highway 69 via Cameron, Mo., to Kansas City, Kans., and return over the same route serving all intermediate points between Trenton, Mo., and Kansas City, Kans., including Trenton, Mo., and Kansas City, Mo., and Spickard and Tindall, and the off-route points of Mill Grove, Cainesville, Goshen, Lineville, Lucerne, Mercer, Modena, Mt. Moriah, Powersville and Ravanna; and (7) between Princeton, Mo., and St. Joseph, Mo.: from Princeton over the immediately above specific route to Cameron, Mo., thence over U.S. Highway 36 to St. Joseph, and return over the same route, serving all intermediate points between Trenton and Cameron, Mo., including Trenton, Mo., and Spickard and Tindall, and the off-route points of Mill Grove, Cainesville, Lineville, Goshen, Lucerne, Mercer, Modena, Mt. Moriah, Powersville, and Ravanna, Mo.

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

No. MC 104654 (Sub-No. 135), filed October 9, 1964. Applicant: COMMERCIAL TRANSPORT, INC., Post Office Box 297, Belleville, Ill. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, from New Madrid, Mo., and points within five miles, to points in that part of Illinois on and south of U.S. Highway 50.

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

No. MC 105159 (Sub-No. 14), filed October 9, 1964. Applicant: LAWRENCE TRUCKING, INC., 1320 West Main Street, Red Wing, Minn. Applicant's representative: Donald B. Taylor, Box 5068, Minneapolis, Minn., 55406. Authority sought to operate as a common carrier, by motor vehicle, over irregular

routes, transporting: *Clay sewer pipe, sewer pipe fittings, flue lining, wall coping, septic tank pipe, drain tile, fire brick, fire clay, mortar mix and clay filter media blocks* from Red Wing, Minn. to points in Michigan (upper peninsula only), and empty containers or other such incidental facilities used in transporting the above commodities on return.

NOTE: Applicant states the destination territory to be limited to that portion of Michigan bounded on the south by Wisconsin, Lake Michigan, and Lake Huron. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 105461 (Sub-No. 59), filed October 12, 1964. Applicant: HERR'S MOTOR EXPRESS, INC., Quarryville, Pa. Applicant's representative: Bernard N. Gingerich, Quarryville, Pa., 17566. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Roofing and paving compounds*, in containers from the plant site of The Monsey Products Co., located at Philadelphia, Pa., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Delaware, and Maryland and points in Ashland, Ash-tabula, Belmont, Carroll, Columbiana, Coshocton, Crawford, Cuyahoga, Erie, Geauga, Harrison, Holmes, Huron, Jefferson, Knox, Lake, Lorain, Mahoning, Medina, Morrow, Ottawa, Portage, Richland, Sandusky, Seneca, Stark, Summit, Trumbull, Tuscarawas, Wayne, and Wyandot Counties, Ohio and points in Boone, Ohio, and Marshall Counties, W. Va.

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

No. MC 106298 (Sub-No. 6), filed October 5, 1964. Applicant: BEN BLINDER, doing business as TRI STATE TRANSPORTATION CO., 1501 A. Avenue, Sioux Falls, S. Dak. Applicant's attorney: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Sioux Falls, S. Dak. and Mitchell, S. Dak., (a) over U.S. Highway 16; and (b) from Sioux Falls over South Dakota Highway 38 to junction U.S. Highway 16, thence over U.S. Highway 16 to Mitchell, and return over the same route, serving no intermediate points on (a) and (b) above except as otherwise authorized; (2) between Huron, S. Dak. and Mankato, Minn., over U.S. Highway 14, serving no intermediate points except as otherwise authorized; (3) between Huron, S. Dak. and Watertown, S. Dak., (a) from Huron over U.S. Highway 14 to junction U.S. Highway 81, thence over U.S. Highway 81 to Watertown, and return over the same route; and (b) from Huron over U.S. Highway 14 to junction South Dakota Highway 25, thence over South Dakota Highway 25 to junction U.S. Highway 212, thence over U.S. High-

way 212 to Watertown, and return over the same route, serving no intermediate points on (a) and (b) above; (4) between Huron, S. Dak. and Aberdeen, S. Dak., from Huron over U.S. Highway 14 to junction U.S. Highway 281, thence over U.S. Highway 281 to Aberdeen, and return over the same route, serving no intermediate points; (5) between St. Peter, Minn. and Nicollet, Minn., over Minnesota Highway 99; (6) between Minneapolis, Minn. and New Ulm, Minn., from Minneapolis over Minnesota Highway 5 to Gaylord, Minn., thence over Minnesota Highway 19 to Winthrop, Minn., thence over Minnesota Highway 15 to New Ulm, and return over the same route; and (7) between Minneapolis, Minn. and Brookings, S. Dak., from Minneapolis over Minnesota Highway 5 to Gaylord, Minn., thence over Minnesota Highway 19 to the Minnesota-South Dakota State line, thence over South Dakota Highway 30 to junction U.S. Highway 77, thence over U.S. Highway 77 to Brookings, and return over the same route, serving no intermediate points on (5) through (7) above inclusive, as alternate routes, for operating convenience only, in connection with applicant's authorized and proposed regular-route operations.

NOTE: Applicant states service to or from the termini of any of the routes described above in (5), (6), and (7) will be limited to joinder with other authorized routes unless otherwise specifically authorized. If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak.

No. MC 107064 (Sub-No. 38), filed October 12, 1964. Applicant: STEERE TANK LINES, INC., 2808 Fairmont Avenue, Box 2998, Dallas, Tex. Applicant's attorney: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex., 75201. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, petroleum and petroleum products*, in bulk, between points in New Mexico and those in Texas on and west of U.S. Highway 83, on the one hand, and, on the other, points in Louisiana, Mississippi, Missouri, Alabama, Georgia, South Carolina, Tennessee, Arkansas, Kentucky, Virginia, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Kansas, and Oklahoma.

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

No. MC 107107 (Sub-No. 325), filed October 14, 1964. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 65, Allapattah Station, Miami, Fla., 33142. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foods, food ingredients, food supplements, and related advertising and promotional materials*, when moving with said commodities, from New York, N.Y., and points within 15 miles thereof, to points in Texas.

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

No. MC 107496 (Sub-No. 335), filed October 12, 1964. Applicant: RUAN TRANSPORT CORPORATION, 303 Keosauqua Way, Des Moines, Iowa. Ap-

plicant's attorney: H. L. Fabritz (address same as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Animal fats and animal oils*, in bulk, in tank vehicles from the plant site of Wilson & Co., Inc., located at or near Cherokee, Iowa to points in Nebraska, Wisconsin, and Minnesota.

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

No. MC 107515 (Sub-No. 496), filed October 9, 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: *Frozen foods*, from Charlotte, and West End, N.C., to points in Virginia, Maryland, Delaware, District of Columbia, Pennsylvania, New York, New Jersey, Connecticut, Massachusetts, Rhode Island, Maine, Vermont, New Hampshire, West Virginia, and Ohio.

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

No. MC 107515 (Sub-No. 497), filed October 14, 1964. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Ave. 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: *Dairy products*, from Minneapolis, Minn., Spencer, Greenwood and Marshfield, Wis., to points in Georgia, Alabama, Tennessee, Mississippi, North Carolina, and South Carolina.

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

No. MC 109397 (Sub-No. 104), filed September 28, 1964. Applicant: TRI-STATE MOTOR TRANSIT CO., a corporation, Post Office Box 113, Joplin, Mo. Applicant's attorney: Max G. Morgan, 443-54 American National Building, Oklahoma City, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Source, special nuclear, and by-product materials, radioactive materials, and related reactor-experiment equipment, component parts, and associated materials*, (1) between the Savannah River Plant of the United States Atomic Energy Commission located near Dunbarton, S.C., on the one hand, and, on the other, reactors located at or near the following points: Arco, Idaho; Upton, Sterling Forest, and Buffalo, N.Y.; Lemont, Ill.; Oak Ridge, Tenn.; Watertown, and Cambridge, Mass.; Washington, D.C.; Fort Worth, Tex.; Dayton, West Jefferson, and Sandusky, Ohio; Ft. Belvoir, Lynchburg, and Charlottesville, Va.; Columbia, Mo.; Gaithersburg, Md.; Ft. Kearney, R.I.; Atlanta, and Dawsonville, Ga.; Ames, Iowa; Los Alamos, and Sandia Base, N. Mex.; Pullman, Wash.; Plainsboro, N.J.; Waltz Mills, State College, Quehanna, and Peach Bottom, Pa.; Ann Arbor, Mich.; and Livermore and

Pleasanton, Calif.; and (2) serving the ports of entry on the International Boundary line between the United States and Canada near Sault Ste. Marie, Mich., Buffalo and Alexandria Bay, N.Y.

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

No. MC 109397 (Sub-No. 105), filed October 9, 1964. Applicant: TRI-STATE MOTOR TRANSIT CO., a corporation, Post Office Box 113, Joplin, Mo. Applicant's attorney: Max G. Morgan, 443-54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Classes A and B explosives, blasting materials, supplies and agents*, between the Plant Site Hercules Powder Co., near Tenino, Wash., on the one hand, and, on the other, points in Oregon, Idaho, Nevada, California, Utah, Colorado, Montana, Wyoming, Arizona, and New Mexico.

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

No. MC 110193 (Sub-No. 72), filed October 9, 1964. Applicant: SAFEWAY TRUCK LINES, INC., 20450 West Ireland Road, South Bend, Ind. Applicant's representative: Walter J. Kobos (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Drugs, medicines, toilet preparations, surgical dressings, swabs, absorbent cotton; and advertising matter and store display racks or stands* not to exceed 10 percent of weight of the shipment from Stamford and Clinton, Conn. to Monticello, Ind. and empty containers or other such incidental facilities used in transporting the above commodities on return.

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

No. MC 110193 (Sub-No. 73), filed October 12, 1964. Applicant: SAFEWAY TRUCK LINES, INC., 20450 West Ireland Road, South Bend, Ind. Applicant's representative: Walter Kobos (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat by-products, dairy products, and articles distributed by meat packing-houses*, as described in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk in tank vehicles and hides) from Mason City, Iowa to points in Illinois (except Chicago), Michigan, Indiana, and Wisconsin, and (2) *dairy products*, from Dubuque, Iowa to Detroit, Mich.

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

No. MC 110193 (Sub-No. 74), filed October 12, 1964. Applicant: SAFEWAY TRUCK LINES, INC., 20450 West Ireland Road, South Bend, Ind. Applicant's representative: Walter Kobos

(same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat and packing-house products* as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles and hides), (1) from Perry, Iowa to points in Michigan, Illinois, Wisconsin and Missouri, also (2) from Fort Dodge, Iowa to points in Illinois, and (3) from Denison, Iowa Falls, and Sioux City, Iowa, to points in Illinois, Wisconsin and Missouri.

NOTE: If a hearing is deemed necessary, applicant has not specified a place of hearing.

No. MC 110420 (Sub-No. 388), filed October 8, 1964. Applicant: QUALITY CARRIERS, INC., Post Office Box 339, Burlington, Wis. Applicant's representative: Fred H. Figge, Post Office Box 339, Burlington, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *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 ten (10) miles thereof to points in Illinois, Iowa, Kansas, Minnesota, Missouri, North Dakota and South Dakota and *damaged and rejected shipments* on return.

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

No. MC 110420 (Sub-No. 389), filed October 14, 1964. Applicant: QUALITY CARRIERS, INC., Post Office Box 339, 100 S. Calumet Street, Burlington, Wis. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal, vegetable and fish oils and blends thereof*, in bulk, in tank vehicles, from Amsterdam, N.Y., to points in Wisconsin.

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

No. MC 110525 (Sub-No. 678) (AMENDMENT), filed September 2, 1964, published FEDERAL REGISTER issue of September 16, 1964, amended October 16, 1964 and republished as amended this issue. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 E. Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., 20005; and Edwin van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Urea*, in bulk from Belle, W. Va., to points in Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia, and Wisconsin.

NOTE: The purpose of this republication is to delete the specific type of equipment to be utilized for the transportation of this product and to include Kentucky as a destination state. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110698 (Sub-No. 287), filed October 9, 1964. Applicant: RYDER TANK LINE, INC., Post Office Box 8418, Winston-Salem Road, Greensboro, N.C. Applicant's attorney: Francis W. McInerney, 1000 16th Street NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trichlorosilane*, in bulk, in tank vehicles, from Waterford, N.Y., to St. Peters, Mo., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodity, on return.

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

No. MC 110988 (Sub-No. 95), filed October 14, 1964. Applicant: KAMPO TRANSIT, INC., 200 W. Cecil Street, Neenah, Wis. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glycol propylene*, in bulk, in tank vehicles, from South Beloit, Ill., to points in New Jersey, Wisconsin, Minnesota, Michigan, Iowa, Kansas and Oklahoma.

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

No. MC 111069 (Sub-No. 33), filed October 8, 1964. Applicant: COLDWAY CARRIERS, INC., Post Office Box 38, Clarksville, Ind. Applicant's attorney: Ollie L. Merchant, Suite 202, 140 S. 5th Street, Louisville, Ky., 40202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plant site of Pet Milk Company, Frozen Foods Division, Chambersburg, Pa., and storage facilities utilized by the aforementioned company within 25 miles of Chambersburg, Pa., to points in Alabama, Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, New York, Ohio, Rhode Island, Vermont, Virginia, and West Virginia, subject to the following restriction: service will be rendered only in the pickup of partial loads at the plant site of the Pet Milk Company, Frozen Foods Division, Chambersburg, Pa., and storage facilities maintained by the Pet Milk Company, Frozen Foods Division within 25 miles of Chambersburg, Pa., for handling with other shipments of the shipper, transported by applicant to the extent of its authority for the transportation of frozen foods, from Allentown, Pa., to the above described States (except Ohio).

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

No. MC 111812 (Sub-No. 264), filed October 15, 1964. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Box 747, Sioux Falls, S. Dak., 57101. Applicant's representative: William J. Walsh, (address same as applicant) and applicant's attorney: Donald L. Stern 924 City National Bank Building, Omaha, Nebr., 68102. Author-

ity sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products, dairy products, and articles distributed by meat packinghouses* from Perry, Iowa to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota and Wisconsin.

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

No. MC 113362 (Sub-No. 53), filed October 8, 1964. Applicant: ELLSWORTH FREIGHT LINES, INC., 220 E. Broadway, Eagle Grove, Iowa. 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: *Candy and confectioneries*, from Long Island City and Poughkeepsie, N.Y., to Rockford, Ill., Kansas City, Mo., Detroit, Mich., and Cleveland, Ohio.

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

No. MC 113475 (Sub-No. 15), filed October 5, 1964. Applicant: RAWLINGS TRUCK LINE, INC., Post Office Box 831, Emporia, Va. Applicant's attorneys: Jno. C. Goddin, Insurance Building, 10 South 10th, Richmond, Va., and L. C. Major, Jr., 2001 Massachusetts Avenue NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flakeboard*, (1) from Smoky Ordinary, Alberta, Dnwidie, and Stony Creek, Va., to points in Maryland, Pennsylvania, West Virginia, Ohio, Delaware, New Jersey, and the District of Columbia, and New York, N.Y., (2) from Waverly, and Smoky Ordinary, Va., to Norfolk, Portsmouth, and Newport, News, Va., (3) from points in North Carolina on and east of a line beginning at the North Carolina-Virginia State line, and extending along U.S. Highway 29 to junction Alternate U.S. Highway 29 (formerly U.S. Highway 29), near Hamtown, N.C., thence along Alternate U.S. Highway 29 via Greensboro, High Point, and Thomasville, N.C., to junction U.S. Highway 29, thence along U.S. Highway 29 to Charlotte, N.C., and thence along U.S. Highway 21 to the North Carolina-South Carolina State line, points in South Carolina on and east of U.S. Highway 21 from the North Carolina-South Carolina State line to Columbia, S.C., and on and north of a line beginning at Columbia, and extending along U.S. Highway 76 to Sumter, S.C., thence along U.S. Highway 521 to Georgetown, S.C., and thence in an easterly direction along a straight line to the Atlantic Ocean; to the District of Columbia, Hightstown, and Camden, N.J., and points in Pennsylvania, Maryland, and Virginia on and east of a line beginning at the New York-Pennsylvania State line, and extending along U.S. Highway 15 to junction U.S. Highway 29, and thence along U.S. Highway 29 to the Virginia-North Carolina State line, and (4) from points in that part of Virginia on and east of a line

beginning at the Virginia-North Carolina State line and extending along U.S. Highway 29 to Lynchburg, Va., thence on and south of a line beginning at Lynchburg, Va., and extending along U.S. Highway 460 to Blackstone, Va.

Thence along Virginia Highway 40 to junction U.S. Highway 460, near Waverly, Va., and thence along U.S. Highway 460 to Suffolk, Va., and on and west of a line beginning at Suffolk, Va., and extending along Virginia Highway 32 to the Virginia-North Carolina State line, to points in Connecticut, Indiana, Kentucky, Massachusetts, Michigan, North Carolina, Ohio, Rhode Island, Tennessee, and Vermont (except from points in Isle of Wight and Nansemond Counties, Va., to points in Connecticut, Massachusetts, Ohio, and Rhode Island), and damaged, refused, and rejected shipments, of the commodity specified, on return.

NOTE: Applicant states it takes the position and contends that it now holds authority from the Commission to transport the named commodity from the involved origin territory to the involved destination territory under its "lumber" authority heretofore issued to it by the Commission. This application is being filed for the purpose of getting that question settled and if it be held that the applicant does not now hold adequate authority from the Commission to transport this commodity under its "lumber" authority, then it requests that the within application be treated as a new application for authority to transport this commodity. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 113651 (Sub-No. 74), filed October 7, 1964. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 N. Broadway, Muncie, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from La Porte, Ind., to points in Pennsylvania, New Jersey, Connecticut, Rhode Island, Massachusetts, New York, Vermont, New Hampshire, Maine, Delaware, Maryland, District of Columbia, West Virginia, Virginia, Michigan, Wisconsin, Minnesota, Iowa, Missouri, Kansas, and Nebraska.

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

No. MC 113678 (Sub-No. 86), filed October 14, 1964. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo., 80216. Applicant's attorney: Duane W. Ackle, Post Office Box 2028, Lincoln, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cotton, textiles and textile products made of natural or synthetic fibres, metallic yarn, dry goods, rugs, carpeting, carpeting products, and manufactured textile products*, from Danville, Va., to points in Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington.

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

No. MC 114045 (Sub-No. 162), filed October 8, 1964. Applicant: TRANSCOLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a common carrier, by motor

vehicle, over irregular routes, transporting: *Frozen foods and potato products, other than frozen, with or without ingredients cooked, diced, flakes, powdered, shredded, or sliced*, in vehicles equipped with mechanical refrigeration, from Greenville, Mich., to points in Alabama, Arkansas, Florida, Georgia, Kansas, Louisiana, Mississippi, Missouri, North Carolina, South Carolina, Oklahoma, Tennessee, and Texas.

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

No. MC 114211 (Sub-No. 64), filed October 14, 1964. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo (Black Hawk County), Iowa. Applicant's attorney: Charles W. Singer, 33 North LaSalle Street, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Agricultural machinery and agricultural implements, and parts thereof*, when moving incidental to and in the same vehicle with said commodities restricted against the transportation of any of the described commodities, which because of size or weight require the use of special equipment from Claremore, Okla., to points in the United States (except Alaska and Hawaii), and rejected shipments on return.

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

No. MC 114301 (Sub-No. 26), filed October 8, 1964. Applicant: DELAWARE EXPRESS CO., A Corporation, Post Office Box 141, Elkton, Md. Applicant's attorney: James E. Wilson, 1111 E. St. NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat scraps, and other dry feed ingredients* (except phosphate rock, lime and limestone, and products of these three ingredients), in bulk, between points in Delaware, Maryland, that part of New Jersey north of New Jersey Highway 33, and Wildwood, Lakewood, Elmer, and Tuckerton, N.J., Pennsylvania, Virginia, West Virginia (except Willow Island, W. Va., as an origin point), and the District of Columbia, subject to the following restrictions: (1) no transportation of urea will be performed from Belle, W. Va., (2) no transportation of meat scraps from Baltimore, Md., to Accomack and Northampton Counties, Va., and that part of Delaware on and south of the Chesapeake and Delaware Canals, and (3) no transportation will be performed from Allentown and Nazareth, Pa.

NOTE: Applicant states it holds authority in MC 114301 (Sub-No. 17) to transport the involved commodities nonradially between points in the above described territory, and the purpose of this application is to remove a vehicular restriction "in tank and pneumatic hopper-type vehicles." If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114848 (Sub-No. 21), filed October 8, 1964. Applicant: WHARTON TRANSPORT CORPORATION, 1498 Channel Avenue, Memphis, Tenn. Applicant's attorney: James N. Clay, III,

340 Sterick Building, Memphis, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Clay, in bulk*, from points in Henry and Weakley Counties, Tenn., and Graves County, Ky., to points in Georgia, and empty containers or other such incidental facilities (not specified) used in transporting the above described commodity, on return.

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

No. MC 115162 (Sub-No. 100), filed October 7, 1964. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Post Office Box 346, Evergreen, Ala. Applicant's representative: Robert E. Tate, 2031 9th Avenue, South, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber, and advertising material, display material and paint stain when moving with lumber the weight of the advertising material, display material and paint stain not to exceed 2 percent of the total weight of the lumber*, from points in Jackson County, Miss., to points in Colorado, Oklahoma, New Mexico, North Dakota, and South Dakota.

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

No. MC 115162 (Sub-No. 101), filed October 7, 1964. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Post Office Box 346, Evergreen, Ala. Applicant's representative: Robert E. Tate, 2031 9th Avenue, South, Birmingham, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber, and advertising material, display material and paint stain when moving with lumber the weight of the advertising material, display material and paint stain not to exceed 2 percent of the total weight of the lumber*, from points in Jackson County, Miss., to points in Alabama, Arkansas, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

NOTE: Applicant states it already holds lumber authority from points in Mississippi to points in Alabama, on and South of U.S. Highway 78, and by tacking can serve the destination territory sought in this application by other Subs from Alabama to the same territory via South Alabama. If a hearing is deemed necessary, applicant requests it be held at Mobile, Ala.

No. MC 115331 (Sub-No. 86), filed October 9, 1964. Applicant: TRUCK TRANSPORT, INC., 707 Market Street, St. Louis, Mo. Authority sought to operate as a common carrier, by motor vehicle over irregular routes, transporting: *Lime and limestone products*, from Davenport, Iowa, to points in Minnesota, Wisconsin, Indiana, Missouri, Illinois,

South Dakota, Iowa, Nebraska and Michigan.

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

No. MC 115840 (Sub-No. 16), filed October 8, 1964. Applicant: COLONIAL FAST FREIGHT LINES, 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: *Cast iron pipe and fittings*, from the plant and shipping yards of James B. Clow & Sons, Irving Park Road East of Mt. Prospect Road at or near Bensenville, Ill., to points in Kentucky, Tennessee, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, North Carolina, and South Carolina.

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

No. MC 115915 (Sub-No. 25), filed October 8, 1964. Applicant: FRED E. HAGEN, doing business as HAGEN TRUCK LINE, 6120 North 16th Street, Omaha, Nebr. Applicant's attorney: J. Max Harding, Box 2028, 14th and J Streets, Lincoln, Nebr., 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products and articles distributed by meat packing houses and such commodities as are used by meat packers in the conduct of their business when destined to and for use by meat packers*, as described in Sections A, B, C, and D, Appendix I in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766, (except hides and commodities in bulk in tank vehicles), from Perry, Iowa, to points in Illinois, Kansas, Minnesota, Missouri, Montana, Nebraska, North Dakota, Oklahoma, South Dakota, Wisconsin, and Wyoming, and *exempt commodities*, on return.

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

No. MC 116544 (Sub-No. 58), filed October 14, 1964. Applicant: WILSON BROTHERS TRUCK LINE, INC., 700 E. Fairview Avenue, Carthage, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn meal, bran, shorts, and mill feed*, in mixed shipments with flour (other than in bulk), from points in Oklahoma and Kansas, Kansas City and St. Joseph, Mo., to points in Florida, Georgia, Alabama, Mississippi, and Louisiana.

NOTE: Applicant states it is presently authorized to transport flour (other than in bulk) from the above described origin points to the above described destination points. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 117119 (Sub-No. 174) (AMENDMENT), filed September 28, 1964, published FEDERAL REGISTER issue of October 14, 1964, amended October 19, 1964, and republished as amended this issue. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark., Applicant's attorney: John H. Joyce, 26

North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products, chilled and frozen bakery products, frozen fruits, frozen vegetables, frozen berries, frozen french fries, frozen pizza and pizza pie ingredients*, between points in Colorado, on the one hand, and, on the other, points in Oklahoma, Texas, and New Mexico.

NOTE: The purpose of this republication is to more clearly set forth the territorial description. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 117119 (Sub-No. 177), filed October 8, 1964. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cottonseed meal*, from Phoenix, Ariz., to points in Idaho.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz., or Boise, Idaho.

No. MC 118831 (Sub-No. 32), filed October 7, 1964. Applicant: CENTRAL TRANSPORT, INC., Uwharrie Road, Post Office Box 5044, High Point, N.C. 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 points in North Carolina, to points in South Carolina, Georgia, and Virginia, and *refused or unclaimed products*, on return.

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

No. MC 119702 (Sub-No. 13), filed October 8, 1964. Applicant: STAHLY CARTAGE CO., a corporation, 130-A Hillsboro Avenue, Edwardsville, Ill. Applicant's attorney: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill., 62707. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank vehicles, from Tri-City Regional Port Complex, located in Madison County, Ill., to points in the United States (except Alaska and Hawaii).

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

No. MC 119767 (Sub-No. 32) (AMENDMENT), filed October 1, 1964, published in FEDERAL REGISTER, issue of October 14, 1964, and republished as amended this issue. Applicant: BEAVER TRANSPORT CO., a corporation, Post Office Box 339, Burlington, Wis. Applicant's representative: Fred H. Pigge (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, potatoes, and potato products*, from Greenville, Mich., to points in Arkansas, Illinois, Indiana, Iowa, Kentucky, Missouri, Ohio, Pennsylvania, Tennessee, West Virginia, and Wisconsin.

NOTE: The purpose of this republication is to clarify the commodities proposed to be

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

No. MC 119903 (Sub-No. 7), filed October 5, 1964. Applicant: D. J. WALRAVEN, 2713 Maple Drive, Rome, Ga. Applicant's attorney: Monty Schumacher, 1375 Peachtree Street NE., Atlanta 9, Ga. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, in bulk, and in bags, from Tyner, Tenn., to points in Alabama.

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

No. MC 120546 (Sub-No. 1), filed October 5, 1964. Applicant: THOMPSON VAN & STORAGE, INC., Post Office Box 967, 5320 Highway 75 N., Sherman, Tex. Applicant's attorney: Alan F. Wohlstetter, One Farragut Square S., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, restricted to shipments having a prior or subsequent movement beyond a 120 miles radius of Perrin Air Force Base, Tex., and further restricted to pick-up and delivery service incidental to and in connection with packing, crating, and containerization or unpacking, uncrating and decontainerization of such shipments, between points within a 120 miles radius of Perrin Air Force Base, Tex., including Perrin Air Force Base, Tex.

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

No. MC 123289 (Sub-No. 1), filed October 12, 1964. Applicant: JIM CAMP, Route 2, Algona, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials* (other than liquid in bulk), from Humboldt, Iowa, to points in Nebraska, North Dakota, South Dakota, and points in Fillmore, Houston, Olmsted, and Winona Counties, Minn., also points in Minnesota north of U.S. Highway 14 and on and south of U.S. Highway 12.

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

No. MC 123393 (Sub-No. 43), filed October 12, 1964. Applicant: BILYEU REFRIGERATED TRANSPORT CORPORATION, 1914 East Blaine Street, Springfield, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food products*, from Springfield, Mo., to points in New York, New Jersey, Pennsylvania, Delaware, Maryland, Massachusetts, Vermont, New Hampshire, Maine, West Virginia, Virginia, Rhode Island, Connecticut, and the District of Columbia, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, and *exempt commodities*, on return.

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

No. MC 125368 (Sub-No. 7), filed October 9, 1964. Applicant: CONNELL TRANSPORT CO., INC., Post Office Box 846, Warren, Ohio. 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: *Meat, meat products, meat byproducts, dairy products and articles distributed by meat packinghouses*, from the site of the plant or facilities of Wilson & Co. located at or near Cherokee, Iowa, to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, New York, Delaware, Maryland, and the District of Columbia.

NOTE: Applicant holds contract carrier authority in MC 111442 and Subs thereto, therefore dual operations may be involved. If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 125941 (Sub-No. 1) (CORRECTION), filed August 24, 1964, published FEDERAL REGISTER, issue of September 16, 1964, under Docket No. MC 126540, corrected September 30, 1964, and republished, as corrected, this issue. Applicant: J. & S. TRUCK LINE, INC., 817 Southwest 37th Street, Oklahoma City 9, Okla. Applicant's attorney: James W. Hightower, Wynnewood Professional Building, Dallas 24, Tex. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, dry, fertilizer materials and feed grade urea*, in bags or bulk, except in tank vehicles, and *fertilizer materials and damaged and rejected shipments* of the above-specified commodities, between Bryan and Littlefield, Tex., on the one hand, and, on the other, points in Arkansas, Colorado, Kansas, Louisiana, Missouri, Nebraska, New Mexico, and Oklahoma.

NOTE: Common control may be involved. The purpose of this republication is to show applicant's correct docket number in lieu of MC 126540, as previously published. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 126349 (Sub-No. 2), filed October 19, 1964. Applicant: GEHR AND DRUM TRANSPORTATION CORPORATION, Box 12, Cogan Station, Pa. Applicant's attorney: William T. Croft, Federal Bar Building, 1815 H Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Treated poles and posts*, from the site of the plant of the Taylor-Colquitt Company at or near Spartanburg, S.C., to points in Pennsylvania and New York, and (b) *rough lumber*, not including plywood or veneer, (1) from Odessa, N.Y., to points in North Carolina, (2) from Galetton, Pa., to points in North Carolina, and (3) from Williamsport, Pa., and points within 15 miles thereof to points in North Carolina.

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

No. MC 126406 (Sub-No. 1) (CORRECTION), filed September 15, 1964, published FEDERAL REGISTER, issue of September 30, 1964, and republished as corrected this issue. Applicant: UHRICH TRANSFER, INC., 102 North Water Street, Uhrichsville, Ohio. Applicant's attorney: Paul F. Berry, 44 East Broad Street, Columbus, Ohio.

NOTE: The purpose of this republication is to correct part of the note appended to previous publication. Correctly, this should read: "Applicant is authorized to conduct operations as a *common carrier* under MC 7818, therefore, dual operations may be involved." Previous publication noted MC 7878, in error.

No. MC 126550 (Sub-No. 2), filed October 15, 1964. Applicant: EDWARD B. HUTCHINSON, JR., doing business as FLINT TRUCKING, 7 Flint Street, Danvers, Mass. Applicant's attorney: Mary E. Kelley, 10 Tremont Street, Boston 8, Mass. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Wet pickled skins, hides, and pelts, and empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, between Philadelphia, Pa., and Peabody, Mass., Gloversville, N.Y., Camden and Clinton, Maine.

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

No. MC 126634 (Sub-No. 1), filed October 12, 1964. Applicant: RALPH NATHAN, doing business as RALPH NATHAN CARTAGE, 7726 North Kedvale Street, Skokie, Ill. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fibreboard boxes*, corrugated, knocked-down, flat, from Hillside, Ill., to points in Ottawa and Ionia Counties, Mich., and Lake, Porter, and La Porte Counties, Ind.

NOTE: Applicant states that the above-proposed service will be performed for the Mid-City Container Corp., Hillside, Ill., subsidiary of Boise Cascade Corporation, Boise, Idaho. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 126635, filed October 12, 1964. Applicant: CHRISTIE-LAMBERT VAN & STORAGE CO. INC., 1001 Westlake Avenue N., Seattle, Wash., 98109. Applicant's attorney: George H. Hart, Central Building, Seattle, Wash., 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, restricted to shipments having a prior or subsequent movement beyond Washington in specially designed containers, and further restricted to pickup and delivery service incidental to and in connection with packing, crating, and containerization or unpacking, uncrating and de-containerization of such shipments between points within five miles of Seattle, Wash., including Seattle.

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

No. MC 126636 (Sub-No. 1), filed October 8, 1964. Applicant: ROBERT A. KINKER, Route 6, Greensburg, Ind. Applicant's attorney: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Milk products, milk byproducts, and fruit juices, fruit drinks, and fruit segments*, in containers, from the plant or plants of Sealtest Foods, Division of National Dairy Products Corp., at Cincinnati, Ohio, to points in Ripley, Dearborn, Franklin, Decatur, Switzerland, and Jefferson Counties, Ind., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return, for the account of Sealtest Foods, Division of National Dairy Products Corp., and distributors of Sealtest Foods in the Indiana counties named herein.

NOTE: Applicant states it will operate exclusively for Sealtest Foods, Division of National Dairy Products Corp. and/or distributors of Sealtest Foods in the Indiana counties named herein. The small distributors involved will enter into contracts, as will Sealtest Foods, Division of National Dairy Products Corp. In view of the fact, however, that the small distributors sometimes change, it would be agreeable to the applicant if a certificate were issued in lieu of a permit. In both cases all shipments will originate at the Sealtest Foods plant or plants at Cincinnati, Ohio, and move to points in the Indiana counties named herein. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 126642, filed October 5, 1964. Applicant: BLACK HILLS MOVERS, INC., doing business as BLACK HILLS MAYFLOWER, 610 East Omaha Street, Rapid City, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between Rapid City, S. Dak., and points in South Dakota.

NOTE: Applicant states that the proposed service will involve shipments having an Interstate origin and/or destination. If a hearing is deemed necessary, applicant requests it be held at Pierre, S. Dak.

No. MC 126643, filed October 9, 1964. Applicant: MIRAMICHI TRANSPORT LIMITED, Post Office Box 449, Chatham, New Brunswick, Canada. Applicant's attorney: Frederick T. McGonagle, 85 Exchange Street, Portland, Maine. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fish (including shell fish)* pickled, salted, smoked, canned, spiced, corned, or kippered, and *frozen fruits, frozen berries, and frozen vegetables*, from ports of entry on the international boundary line between the United States and Canada located in Maine to points in Massachusetts, New York and Pennsylvania, and (2) *meat and meat products*, fresh, frozen, and canned, from points in Massachusetts and New York to ports of entry on the international boundary line between the United States and Canada located in Maine.

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

No. MC 126644, filed October 12, 1964. Applicant: VALLEY IMPLEMENT, INC., doing business as VALLEY REEFER SERVICE, Post Office Box 466, Lexington, Nebr. Applicant's attorney: John H. Lewis, The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts and articles distributed by meat packinghouses* as defined in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 (272) and 766 (except commodities in bulk, in tank vehicles), from the site of the Platte Valley Packing Co. located at or near Darr, Nebr., to points in California, Oregon, Washington, and Arizona under a continuing contract with Platte Valley Packing Co. and *exempt commodities* on return.

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

No. MC 126646, filed October 14, 1964. Applicant: RAY MEEK GARAGE, INC., 3125 U.S. Highway 30 West, Fort Wayne, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used tractors*, in secondary movements, in truck-away service, to be used as replacements for wrecked or disabled vehicles; (2) *wrecked and disabled motor vehicles and motor vehicle parts*; and (3) *accessories, supplies and materials used in connection with the repairing or reconditioning of damaged, disabled or wrecked motor vehicles, trailers and semitrailers* between points in Illinois, Indiana, Michigan, Ohio, Kentucky, Pennsylvania, and Wisconsin.

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

No. MC 126647, filed October 14, 1964. Applicant: JAMES R. PARSONS, 411 West Liberty, Vermillion, Ohio. Applicant's attorney: Bernard S. Goldfarb, 1625 The Illuminating Building, 55 Public Square, Cleveland, Ohio, 44113. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Watercraft* of all makes, manufacture, construction and description, and *equipment supplies and accessories incidental thereto, and empty containers or other such incidental facilities* used in transporting the above commodities between points in Ohio, New York, Pennsylvania, New Jersey, Maryland, Florida, Michigan, Indiana, Illinois, Massachusetts, and Connecticut.

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

No. MC 126648 filed October 14, 1964. Applicant: WILLIAM CLAYBORN DELP, Route 1, Meadowview, Va. (Washington County). Applicant's attorney: George M. Warren, Jr., Reynolds Arcade Building, Bristol, Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Manufactured fertilizer* from Johnson City and Knoxville, Tenn. to points in Bland, Smyth, Wythe, Washington, Pulaski, Scott, Wise, Lee, Buchanan,

Russell, Dickenson, Tazewell Counties, Va. and Bristol and Norton, Va., and *empty containers or other such incidental facilities* used in transporting the above commodities and *repossessed, refused or returned fertilizer* on return.

NOTE: Applicant states the proposed operations will be under contract with American Agricultural Chemical Co. of Knoxville and Johnson City, Tenn. If a hearing is deemed necessary, applicant requests it be held at Abingdon, Va.

No. MC 126649, filed October 15, 1964. Applicant: MOSLEY'S MOTOR EXPRESS, INC., Black Hill Road, Concord, N.H. Applicant's attorney: Charles A. DeGrandpre, 40 Stark Street, Manchester, N.H., 03101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Concord, Manchester, and Berlin, N.H., on the one hand, and, on the other, points in New Hampshire.

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

MOTOR CARRIERS OF PASSENGERS

No. MC 3647 (Sub-No. 367), filed October 7, 1964. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in round trip special operations, between Paterson, Clifton, Passaic, Bloomfield and Irvington, N.J., on the one hand, on the other, Charles Town and Shenandoah Race Tracks, Charles Town, W. Va.

NOTE: Applicant states that the proposed service will be during racing seasons. If a hearing is deemed necessary applicant requests it be held at Newark, N.J.

No. MC 84728 (Sub-No. 51), filed October 9, 1964. Applicant: SAFEWAY TRAILS, INC., 1200 I Street NW., Washington, D.C. Applicant's attorney: Julian P. Freret, 1012 14th Street NW., Washington, D.C., 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers*, in the same vehicle with passengers, (1) between junction U.S. Highway 29 and Interstate Highway 495 (Exit 23), near Silver Spring, Md., and the intersection of Anacostia Freeway and Interstate Highway 495 (Exit 38); from junction U.S. Highway 29 and Interstate Highway 495 (Exit 23) near Silver Spring, Md., over Interstate Highway 495, to intersection of Anacostia Freeway and Interstate Highway 495 (Exit 38), near Oxon Hill, Md., and return over the same route, serving all intermediate points, and (2) between junction Interstate Highway 295 and the Baltimore-Washington Expressway (Kenilworth Avenue interchange), and the intersection of Interstate Highway 295 and the District of Columbia-

Maryland State line; from junction Interstate Highway 295 and the Baltimore-Washington Expressway, over Interstate Highway 295, to the District of Columbia-Maryland State line, and return over the same route, serving all intermediate points.

NOTE: Applicant states that it will tack the above proposed routes to its existing routes, and to those of Virginia Stage Lines, Inc. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 113430 (Sub-No. 11), filed October 20, 1964. Applicant: PROVIDENCE ARROW LINES, INC., Room 2211, 625 Eighth Avenue, New York 18, N.Y. Applicant's attorney: John R. Sims, Jr., Post Office Box 9101, Arlington, Va., 22009. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, express, and newspapers*, in the same vehicle with passengers, between Waterbury, Conn., and New York, N.Y., from Waterbury, Conn., over Connecticut Highway 8 to Bridgeport, Conn., thence over city streets to Interstate Highway 95, thence over Interstate Highway 95 to New York, N.Y., and return over the same route with service to all intermediate points between Waterbury and Bridgeport, Conn., including service between Bridgeport, Conn., and New York, N.Y.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Waterbury or Bridgeport, Conn.

No. MC 115116 (Sub-No. 14), filed October 14, 1964. Applicant: SUBURBAN TRANSIT CORP., 750 Somerset Street, New Brunswick, N.J. Applicant's attorney: Michael J. Marzano, 17 Academy Street, Newark, N.J., 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers*, in the same vehicle with passengers, (1) between Borough of Hopewell, N.J., and Montgomery Township, N.J.: From Borough of Hopewell, over New Jersey Highway 518 to junction U.S. Highway 206, Montgomery Township, N.J., and return over the same route, serving all intermediate points, (2) between Borough of Hopewell, N.J. and Borough of Princeton, N.J.: From Borough of Hopewell over New Jersey Highway 569 to junction Rosedale Road, Rosedale, N.J., thence over Rosedale Road to Borough of Princeton, and return over the same route, serving all intermediate points, (3) between West Trenton, N.J., and Trenton, N.J.: From West Trenton, over New Jersey Highway 579 to junction New Jersey Highway 29 (John Fitch Parkway), thence over New Jersey Highway 29 to junction access roads to Calhoun Street in Trenton, N.J., thence over access roads and Calhoun Street to junction West Hanover Street, thence over West Hanover Street to junction North Warren Street, thence over North Warren Street to junction Perry Street, thence over Perry Street to Perry Street Bus Terminal in Trenton, N.J., and return from Perry Street Bus Terminal in Trenton, N.J., over Perry Street to junction North Warren Street, Perry Street

and Bank Street, thence over Bank Street to junction Calhoun Street, thence over Calhoun Street to junction access roads to New Jersey Highway 29 (John Fitch Parkway), thence over access roads and New Jersey Highway 29 to junction New Jersey Highway 579, thence over New Jersey Highway 579 to West Trenton, N.J., serving all intermediate points, (4) between West Trenton, N.J. and East Brunswick, N.J.; From West Trenton over New Jersey Highway 579 to junction New Jersey Highway 29 (John Fitch Parkway), thence over New Jersey Highway 29 to Trenton, N.J., thence over city streets to New Jersey Highway 33.

Thence over New Jersey Highway 33 to junction U.S. Highway 130, Robbinsville, N.J., thence over U.S. Highway 130 to junction New Jersey Highway 33 in East Windsor Township, N.J., thence over New Jersey Highway 33 to access roads to New Jersey Turnpike at Interchange No. 8, near Hightstown, N.J., thence over New Jersey Turnpike Interchange No. 8 access roads to the New Jersey Turnpike, thence over the New Jersey Turnpike to New Jersey Turnpike at Interchange No. 9 at East Brunswick, N.J. (a point on applicant's presently authorized route), and return over the same route with the right to join the aforesaid route with the existing route of Suburban Transit Corp. on the New Jersey Turnpike at Interchange No. 9 in East Brunswick, N.J., serving all intermediate points, (5) between Trenton, N.J. and Trenton, N.J.; From Perry Street Bus Terminal in Trenton, over city streets to New Jersey Highway 33 in Trenton, and return over the same route, serving all intermediate points, and (6) between East Windsor Township, N.J., and North Brunswick Township, N.J.; From Junction U.S. Highway 130 and New Jersey Highway 33 in East Windsor Township, N.J., over U.S. Highway 130 to junction U.S. Highway 1 in North Brunswick, N.J., and return over the same route, serving all intermediate points.

NOTE: Applicant states it proposes to provide service to and from New York, N.Y., by joining the proposed routes to its existing routes. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 29120 (Sub-No. 74), filed October 15, 1964. Applicant: ALL-AMERICAN TRANSPORT, INC., Post Office Box 756, Sioux Falls, S. Dak. Applicant's representative: Maurice Rudow (same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Chicago, Ill., and Sioux Falls, S. Dak., from Chicago over Interstate Highway 90 to Janesville, Wis., and junction with U.S. Highway 14, thence over U.S. Highway 14 through Madison, Wis., to La Crosse, Wis., and

junction with U.S. Highway 16, thence over U.S. Highway 16 to Sioux Falls, and return over the same route, and (2) between Chicago, Ill., and Sioux Falls, S. Dak., from Chicago over Interstate 90 to Janesville, Wis., and junction with U.S. Highway 14, thence over U.S. Highway 14 through Madison, to La Crosse, thence over U.S. Highway 16 to junction with Minnesota Highway 44 at Hokah, Minn., thence over Minnesota Highway 44 to junction U.S. Highway 52 located at Prosper, Minn., thence over U.S. Highway 52 to junction with U.S. Highway 16 to Sioux Falls, S. Dak., and return over the same route.

NOTE: Applicant states the proposed service are "Alternate routes for operating convenience only. No service is sought at intermediate points, service at junction points is for joinder only."

No. MC 42963 (Sub-No. 23), filed October 14, 1964. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second & Tyler Streets, St. Louis, 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: *Silica flour and silica sand*, in pneumatic pressure differential bulk trailers from points in St. Charles, St. Louis, and Jefferson Counties, Mo., to points in Indiana.

No. MC 111002 (Sub-No. 20), filed October 15, 1964. Applicant: CLARA MILES SCHREYER, FRANCES H. MILES and THOMAS M. MILES, doing business as T. M. MILES OIL COMPANY, 306 Railroad Avenue, Milton, Pa. Applicant's attorney: Preston L. Davis, 37 Arch Street, Milton, Pa., 17847. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Potassium silicate*, in bulk, in semitank trailer or trailers especially built for and owned by Sylvania Electric Products, Inc., from Towanda, Pa., to Rockford, Ill., and *empty containers or other such incidental facilities* used in transporting the above commodity, on return.

NOTE: Applicant is also authorized to conduct operations as a *common carrier* in Certificate MC 105351; therefore dual operations may be involved.

No. MC 111401 (Sub-No. 160), filed October 12, 1964. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Boulevard, Post Office Box 632, Enid, Okla. Authority sought to operate as a *common carrier*, by motor vehicle over irregular routes, transporting: *Collapsible containers*, when moving at the same time and on the same vehicle when transporting transformer oils, in bulk, in tank vehicles, from Port Arthur, Tex., to points in Arizona, Colorado, Kansas, New Mexico, and Oklahoma.

NOTE: Applicant states it is presently authorized under MC 111401 Subs 73 and 82, to transport transformer oil, in bulk, in tank vehicles, from Port Arthur, Tex., to the above described destination points. Applicant states that the purpose of this application is to transport collapsible containers on the same vehicle at the same time it is transporting transformer oil, in bulk, in tank vehicles; no additional territory is being sought.

No. MC 125773 (Sub-No. 4), filed October 14, 1964. Applicant: WALTER R. PLANKINTON, doing business as BEE-LINE EXPRESS, 9071 Cedar Court, Thornton 29, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Live bees*, in hives, and *supplies* used by beekeepers and farmers, when such supplies are moving on the same vehicle and at the same time with live bees, between points in Utah, on the one hand, and, on the other, points in New Mexico, Arizona, Nevada, California, Oregon, Washington, Idaho, and Montana.

By the Commission.

[SEAL]

HAROLD D. McCOR, Secretary.

[F.R. Doc. 64-10950; Filed, Oct. 27, 1964; 8:46 a.m.]

[Notice 23]

APPLICATIONS FOR MOTOR CARRIER "GRANDFATHER" CERTIFICATE OF REGISTRATION

OCTOBER 23, 1964.

The following applications are filed under section 206(a)(7) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.244, of the Commission's rules of practice published in the FEDERAL REGISTER, issue of December 8, 1962, page 12188, which provides, among other things, that protests to the granting of an application may be filed with the Commission within 30 days after the 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. Protests shall set forth specifically the grounds upon which they are made and contain a concise statement of the interest of the protestant in the proceeding. Protests containing general allegations may be rejected. A protest filed under these special rules shall be served upon applicant's representative (or applicant, if no practitioner representing him is named). The original and six copies of the protests shall be filed with the Commission.

The Special Rules do not provide for publication of the operating authority, but the applications are available at the Commission's office in Washington, D.C., and the field offices.

Applications not included in this publication will be published at a later date.

CONNECTICUT

No. MC 120101 (Sub-No. 1) (REPUBLICAN), filed January 28, 1963, published in FEDERAL REGISTER issue of June 12, 1963, and republished this issue. Applicant: PETER LONGO, doing business as BRASS CITY EXPRESS, 300 Chase River Road, Waterbury, Conn., and BRASS CITY EXPRESS, INC., 300 Chase River Road, Waterbury, Conn., joint applicants. Applicant's attorney: Thomas W. Murrett, 410 Asylum Street, Hartford 3, Conn.

NOTE: The purpose of this republication is to show Brass City Express, Inc., as joint applicant.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[P.R. Doc. 64-10945; Filed, Oct. 27, 1964;
8:45 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

OCTOBER 23, 1964.

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

State Docket No. T-1154 Sub 3, filed October 8, 1964. Applicant: AMERICAN PARCEL SERVICE CORPORATION, 1800 East Bessemer Avenue, Greensboro, N.C. Applicant's attorney: Vaughan S. Winborne, 1103 Capitol Club Building, Raleigh, N.C. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of U.S. mail and general commodities, in parcels or packages limited to 250 pounds per any one package, in such volume, destined to such points, and conditioned upon such prearranged agreements, oral or written, between shipper and carrier as to method and time of receiving the shipment at a point of origin and the method and place of delivering the shipment, between all points and places in North Carolina, subject to the following restrictions: (1) No service will be rendered in the transportation of dangerous explosives, household goods (transported as a separate and distinct service in connection with so-called "household movings"), commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading; (2) no service will be rendered in the transportation of moving picture and sound reproduction film, mechanisms, installation accessories, premium tickets, and complete film set-ups between motion picture distributors and motion picture theaters or television stations and (3) no service will be rendered in the transportation of magazines, newspapers, and newspaper cuts and mats, from magazine and newspaper distributors, newsstand operators or printers.

HEARING: November 13, 1964, at 10:00 a.m., in the North Carolina Utili-

ties Commission, State Library Building, Raleigh, N.C.

Requests for procedural information, including the time for filing protests concerning this application should be addressed to the North Carolina Utilities Commission, Post Office Box 991, Raleigh, N.C., 27602, and should not be directed to the Interstate Commerce Commission.

State Docket No. T-2185 Sub 1, filed October 15, 1964. Applicant: MARQUAND EXPRESS, INC., 2726 Brentwood Boulevard, St. Louis, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of general commodities, between Marquand, Mo., and St. Louis, Mo., from Marquand over County Route A to junction U.S. Highway 67, thence over U.S. Highway 67 to St. Louis, and return over the same route, serving between Marquand, Mo., on the one hand, and, on the other, Fredericktown, Mo., and St. Louis, Mo., and its commercial zone.

HEARING: December 9, 1964, at 10:00 a.m., in the Public Service Commission, 100 East Capitol Avenue, Jefferson City, Mo.

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

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[P.R. Doc. 64-10946; Filed, Oct. 27, 1964;
8:48 a.m.]

[Notice 326]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

OCTOBER 23, 1964.

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

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

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

MOTOR CARRIERS OF PROPERTY

No. MC 2202 (Deviation No. 78), ROADWAY EXPRESS, INC., 1077 Gorge

Boulevard, Post Office Box 471, Akron, Ohio, 44309, filed October 9, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route, as follows: Between Oklahoma City, Okla., and the junction U.S. Highway 277 and H. E. Bailey Turnpike over H. E. Bailey Turnpike, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Oklahoma City over U.S. Highway 62 to Chickasha, Okla., thence over U.S. Highway 62 to junction U.S. Highway 277, thence over U.S. Highway 277 to junction H. E. Bailey Turnpike, and return over the same routes.

No. MC 10761 (Deviation No. 34), TRANSAMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit, Mich., 48209, filed October 13, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: From Louisville, Ky., over Interstate Highway 71 to Cincinnati, Ohio, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Cincinnati, Ohio, over U.S. Highway 50 to Seymour, Ind., and thence over U.S. Highway 31 to Louisville, Ky.; from Jeffersonville, Ind., over Indiana Highway 62 to Madison, Ind., thence over Indiana Highway 29 to Versailles (also from the junction Indiana Highway 62 and Indiana Highway 107, over Indiana Highway 107 to junction Indiana Highway 29), and return over the same routes.

No. MC 10761 (Deviation No. 35), TRANSAMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit, Mich., 48209, filed October 14, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: Between Hartford, Conn., and junction of Connecticut Highway 15 and U.S. Highway 20 near Fiskdale, Mass., over Connecticut Highway 15 (also known as Wilbur Cross Highway), for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Boston over U.S. Highway 20 to Springfield, Mass., thence over U.S. Highway 5 to Hartford; and from Boston over Massachusetts Highway 9 to Worcester, Mass., thence over Massachusetts Highway 12 to junction U.S. Highway 20, thence over U.S. Highway 20 to Springfield, thence over U.S. Highway 5 to Hartford, Conn., and return over the same routes.

No. MC 10761 (Deviation No. 36), TRANSAMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit, Mich., 48209, filed October 15, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: Between New

York, N.Y., and Washington, D.C., over Interstate Highway 95, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: Between Baltimore, Md., and Washington, over U.S. Highway 1; from Baltimore over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to junction Delaware Highway 273 (formerly U.S. Highway 40), thence over Delaware Highway 273 to Newcastle, Del., thence return over Delaware Highway 273 to junction U.S. Highway 13, thence over U.S. Highway 13 to Philadelphia, Pa., and return over the same route; from Harrisburg, Pa., over U.S. Highway 230 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 1, thence over U.S. Highway 1 to Newark, N.J., and return over the same route.

No. MC 59680 (Deviation No. 25), STRICKLAND TRANSPORTATION CO., INC., Post Office Box 5689, Dallas, Tex., 75222, filed October 16, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Baton Rouge, La., and New Orleans, La., over Interstate Highway 10, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: Between Baton Rouge and New Orleans, over U.S. Highway 61.

No. MC 59680 (Deviation No. 26), STRICKLAND TRANSPORTATION CO., INC., AND STRICKLAND TRANSPORTATION CO., INC., OPERATOR (IN PART) OF ENGLAND TRANSPORTATION COMPANY, INC., Post Office Box 5689, Dallas, Tex., 75222, filed October 16, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Alexandria, La., over U.S. Highway 165 to junction U.S. Highway 65 at or near McGehee, Ark., thence over U.S. Highway 65 to Little Rock, Ark., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Alexandria over U.S. Highway 71 to Texarkana, Ark., thence over U.S. Highway 67 to Little Rock, and return over the same route.

No. MC 78643 (Deviation No. 4), HART MOTOR EXPRESS, INC., 2417 North Cleveland, St. Paul 13, Minn., carrier's attorney: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402, filed October 13, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities* with certain exceptions, over deviation routes as follows: (A) From junction U.S. Highway 20 and Illinois Highway 47 over Illinois Highway 47 to junction U.S. Highway 14, thence over U.S. Highway 14 to junction Illinois Highway 23, and return over the same route; (B) between Marengo, Ill., and junction U.S. Highway 20 and Interstate

Highway 90, near Rockford, Ill. over U.S. Highway 20; and (C) between junction U.S. Highway 14 and Wisconsin Highway 89 and junction U.S. Highway 14 and Interstate Highway 90 near Janesville, Wis., over U.S. Highway 14, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Chicago, Ill., over U.S. Highway 20 to Marengo, Ill., thence over Illinois Highway 23 to junction U.S. Highway 14, thence over U.S. Highway 14 to junction Wisconsin Highway 89, thence over Wisconsin Highway 89 to junction U.S. Highway 12, thence over U.S. Highway 12 to Minneapolis (also from Chicago over U.S. Highway 12 to Minneapolis), and return over the same route.

No. MC 103435 (Sub-No. 2) (Deviation No. 8), UNITED-BUCKINGHAM FREIGHT LINES, East 915 Springfield Avenue, Spokane, Wash., carrier's representative: J. Maurice Andren, Post Office Box 1631, Rapid City, S. Dak., filed October 12, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between port of entry on the international boundary line between the United States and Canada at or near Blaine, Wash., and Portland, Oreg., over Interstate Highway 5, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Portland over U.S. Highway 99 to Kelso, Wash. (also from junction U.S. Highway 99 and Washington Highway 12 over Washington Highway 12 to Longview, Wash., thence over U.S. Highway 830 to Kelso), thence over U.S. Highway 99 to Bellingham, Wash.; from Bellingham over U.S. Highway 99 to the boundary line between the United States and Canada; from Mt. Vernon, Wash., over U.S. Highway 99 to Burlington, Wash., thence over unnumbered highway to Sedro Woolley, Wash.; from Mt. Vernon over U.S. Highway 99 to junction Washington Highway 1G, thence over Washington Highway 1G via Clear Lake, Wash., to Sedro Woolley; from Mt. Vernon over U.S. Highway 99 to Bellingham; from Anacortes, Wash., over Washington Highway 1 to Mt. Vernon, thence over U.S. Highway 99 to Conway, Wash., thence over Washington Highway 1E to East Stanwood, Wash., thence over Washington Highway 1Y to Stanwood, and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 199) (Cancels Deviation No. 104), GREYHOUND LINES, INC. (SOUTHERN GREYHOUND LINES DIVISION), 219 East Short Street, Lexington, Ky., 40507, filed October 12, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express and newspapers*, in the same vehicle with passengers, over deviation routes as follows: (1) From Argo, Ala., over Interstate Highway 59, to the Gadsden-Attalla interchange; and over the following access routes, (a) from junc-

tion Interstate Highway 59 and U.S. Highway 231, over U.S. Highway 231, to junction U.S. Highway 11, (b) from junction Interstate Highway 59 and U.S. Highway 231, over U.S. Highway 231, to junction U.S. Highway 411, and (c) from junction Interstate Highway 59 and Alabama Highway 174, over Alabama Highway 174, to junction U.S. Highway 411, and (2) from junction Interstate Highway 59 and U.S. Highway 11 at Ft. Payne, Ala., over Interstate Highway 59, to junction U.S. Highway 11 at the Alabama-Georgia State line, and return over the same routes, for operating convenience only. This notice indicates that the carrier is presently authorized to transport passengers and the above specified property, over a pertinent service route as follows: From Murfreesboro, Tenn., over U.S. Highway 41 to Chattanooga, Tenn., thence over U.S. Highway 11 via Attalla and Springville, Ala., to Birmingham, Ala. (also from Attalla over Alternate U.S. Highway 11 to Springville), and return over the same route.

No. MC 1515 (Deviation No. 200) (Cancels Deviation No. 105), GREYHOUND LINES, INC. (SOUTHERN GREYHOUND LINES DIVISION), 219 East Short Street, Lexington, Ky., 40507, filed October 12, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, and *express and newspapers*, in the same vehicle with passengers, over a deviation route as follows: (a) From Leeds, Ala., over Interstate Highway 20, to Riverside, Ala., and (b) from junction U.S. Highway 78 and Interstate Highway 20 near Pell City, Ala., over Interstate Highway 20 to junction Alabama Highway 77, thence over access road, Alabama Highway 77, to junction U.S. Highway 78, and return over the same routes, for operating convenience only. This notice indicates that the carrier is presently authorized to transport passengers and the above specified property over a pertinent service route as follows: from Atlanta, Ga., over U.S. Highway 78 to Birmingham, Ala., thence over Alabama Highway 5 via junction Alabama Highway 43 and Safford, Ala., to Mobile, Ala., and return over the same route.

No. MC 1515 (Deviation No. 201) (Cancels Deviation Nos. 85 and 86), GREYHOUND LINES, INC. (Southern Division), 219 East Short Street, Lexington, Ky., 40507, filed October 11, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over deviation routes as follows: (1) From junction U.S. Highway 60 and Interstate Highway 64 near Ewington, Ky., over Interstate Highway 64 to junction U.S. Highway 60 just west of the city limits of Lexington, Ky., also with the following access routes, (a) from junction Interstate Highway 64 and Kentucky Highway 11, over Kentucky Highway 11 for a distance of approximately three miles to Mt. Sterling, Ky., (b) from junction Interstate Highway 64 and secondary Highway 1678, over secondary Highway 1678 to junction U.S. Highway 60, (c) from junction Interstate Highway 64 and U.S. Highway 227, over U.S. Highway 227 to Winchester, Ky., (d) from junction Interstate Highway 64

and U.S. Highway 27-68, over U.S. Highway 27-68 to Lexington, Ky., (e) from junction Interstate Highway 64 and U.S. Highway 25, over U.S. Highway 25 to Lexington, Ky., and (f) from junction Interstate Highway 64 and U.S. Highway 421, over U.S. Highway 421 to Lexington, Ky., and (2) from junction U.S. Highway 60 and Interstate Highway 64, at or near Jett, Ky., over Interstate Highway 64 to Louisville, Ky., and also over the following access routes, (a) from Frankfort, Ky., over access route U.S. Highway 127 to junction Interstate Highway 64, (b) from junction Interstate Highway 64 and Kentucky Highway 53, over Kentucky Highway 53 to junction U.S. Highway 60 near Shelbyville, Ky., (c) from junction Interstate Highway 64 and Kentucky Highway 55, over Kentucky Highway 55 to junction U.S. Highway 60 near Shelbyville, Ky., (d) from junction Interstate Highway 64 and Kentucky Highway 841, over Kentucky Highway 841 to junction U.S. Highway 60 near Middletown, Ky., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Huntington, W. Va., over U.S. Highway 60 to Louisville, Ky., thence over U.S. Highway 31W via West Point, Ky., to Tip Top, Ky., and thence over U.S. Highway 60 to Henderson, Ky., and return over the same routes.

No. MC 61598 (Deviation No. 3), **SMOKY MOUNTAIN STAGES, INC.**, 417 West Fifth Street, Charlotte, N.C., carriers attorney: James E. Wilson, Perpetual Building, 1111 E Street NW, Washington 4, D.C., filed September 21, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage, and express and newspapers, in the same vehicle with passengers, over a deviation route as follows: Between the junction Interstate Highway 85 with South Carolina Highway 24 and Atlanta, Ga., over Interstate Highway 85, and over the following access routes: (1) From junction Interstate Highway 85 and U.S. Highway 441, over U.S. Highway 441 to Commerce, Ga., and thence over Georgia Highway 98 to junction Interstate Highway 85, (2) from junction Interstate Highway 85 and Georgia Highway 20, over Georgia Highway 20 to Lawrenceville, Ga., and thence over Georgia Highway 316 to junction Interstate Highway 85, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the above-specified property over a pertinent service route as follows: From Atlanta over U.S. Highway 29 to Winder, Ga., thence over Georgia Highway 11 to Jefferson, Ga., thence over Georgia Highway 15 to Commerce, thence over Georgia Highway 59 via Lavonia to the Georgia-South Carolina State line, thence over South Carolina Highway 182 to Fair Play, S.C., thence over South Carolina Highway 80 to Anderson, S.C., and return over the same route.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.
[F.R. Doc. 64-10947; Filed, Oct. 27, 1964;
8:46 a.m.]

[Notice 1068]

MOTOR CARRIER TRANSFER PROCEEDINGS

OCTOBER 23, 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 67009. By order of October 16, 1964, The Transfer Board, approved the transfer to Walter J. Gover, 904 Lancaster Street, Stanford, Ky., 40484, of the operating rights of W. M. Gaunce, 219 Logan Avenue, Stanford, Ky., 40484, claimed under the "grandfather clause" of section 206(a)(7)(b), in No. MC 99691 Sub 1, covering certain transportation in Kentucky.

No. MC-FC 67039. By order of October 16, 1964, The Transfer Board approved the transfer to Mike Mercure Trucking, Inc., New Waterford, Ohio, of the operating rights claimed by Mike Mercure, New Waterford, Ohio, under the "grandfather clause" of section 206(a)(7)(b) in No. MC 96995 Sub 1, covering certain operations in Ohio. James M. Burtch, 44 E. Broad Street, Columbus 15, Ohio, attorney for applicants.

No. MC-FC 67044. By order of October 16, 1964, The Transfer Board approved the transfer to B. A. Miller & Sons Trucking, Inc., Liberty Center, Ohio, of the operating rights claimed by Burdette A. Miller, Liberty Center, Ohio, of the operating rights claimed by Burdette A. Miller, Liberty Center, Ohio, under the "grandfather clause" of section 206(a)(7)(b), covering certain transportation in the State of Ohio. James M. Burtch, 44 E. Broad Street, Columbus 15, Ohio, attorney for applicants.

No. MC-FC 67110. By order of October 16, 1964, The Transfer Board approved the transfer to Richard Acerra, Inc., Long Island City, N.Y., of Permit in No. MC 94876, issued November 4, 1958, to Richard Acerra, Long Island City, N.Y., authorizing the transportation of: Bakery products, from New York, N.Y., to points in Connecticut on and West of U.S. Highway 5; and Stale bakery products and empty bakery prod-

uct containers, from the above-specified destination points to New York, N.Y., and, Bakery products and empty bakery product containers, between New York, N.Y., on the one hand, and, on the other, points in Bergen and Essex Counties, N.J., and those in Dutchess, Orange, Ulster, and Westchester Counties, N.Y. Philip Schneiderman, 140 Nassau Street, New York 38, N.Y., attorney for applicants.

No. MC-FC 67124. By order of October 20, 1964, The Transfer Board, on reconsideration, approved the transaction to effect the transfer to New Way Transfer Company, Inc., Kansas City, Mo., the operating rights in Certificates Nos. MC 103967 Sub 5, MC 103967 Sub 10, MC 103967 Sub 15, MC 103967 Sub 24, and MC 103967 Sub 25, issued by the Commission November 4, 1947, April 3, 1947, March 20, 1950, February 11, 1954, and May 9, 1955, respectively, in the name of John Walls, doing business as New Way Transfer, Kansas City, Kans., was approved. The transportation authorized in the above numbered certificates involves commodities such as, Un-crated new furniture, store fixtures, physicians, dentists' and hospital equipment, household and office appliances, floor coverings, coin-operated vending machines, pianos, and other musical instruments, and radios, between points in Alabama, Arizona, Arkansas, California, Colorado, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming. Irving Achtenberg, 1212 Home Savings Building, Kansas City 6, Missouri, attorney for applicants.

No. MC-FC 67245. By order of October 20, 1964, The Transfer Board approved the transfer to Liberty-Middletown Express, Inc., Liberty, N.Y., of the operating rights in the Certificate No. MC 99340 Sub 1, and those evidenced by a Certificate of Registration in No. MC 99340 Sub 2, issued March 30, 1961 and March 10, 1964, respectively, to Daniel Rose, Carl Scherf, and Robert H. Sherwood, a partnership, doing business as Liberty-Middletown Express, Liberty, N.Y., authorizing transportation under the said Certificate of general commodities, excluding household goods and commodities in bulk, over irregular routes, from Ellenville, N.Y., to Poughkeepsie, N.Y.; and under the Certificate of Registration, such commodities as authorized by the New York Public Service Commission in Certificate of Public Convenience and Necessity No. 3009 dated February 21, 1955. John J. Brady, Jr., 75 State Street, Albany, N.Y., 12207, attorney for applicants.

[SEAL] HAROLD D. MCCOY,
Secretary.
[F.R. Doc. 64-10951; Filed, Oct. 27, 1964;
8:46 a.m.]

NOTICES

FOURTH SECTION APPLICATION
FOR RELIEF

OCTOBER 23, 1964.

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

LONG-AND-SHORT HAUL

FSA No. 39350 *Lumber and related articles to points in WTL territory*. Filed by Southwestern Freight Bureau, agent (No. B-8622), for interested rail carriers. Rates on lumber and related articles, in carloads, from points in southwestern territory, also Cairo and Thebes, Ill., Natchez and Vicksburg, Miss., Old Rock, Mo.-Kans., Coffeyville, Kans., and Memphis, Tenn., to points in Illinois, Iowa, Minnesota, South Dakota, and Wisconsin, also Omaha, Nebr.

Grounds for relief: Carrier competition.

Tariffs: Supplements 278 and 171 to Southwestern Freight Bureau, agent, tariffs I.C.C. 3985 and 4262, respectively.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 64-10944; Filed, Oct. 27, 1964;
8:45 a.m.]

[S.O. 947; Taylor's Car Distribution Order 1]

ASSOCIATION OF AMERICAN RAIL-
ROADS, CAR SERVICE DIVISION

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of the Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127; 29 F.R. 6014 and 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days notice.

Therefore, it is ordered, That:

(a) No common carrier by railroad subject to the Interstate Commerce Act shall intercept, appropriate or divert any plain boxcars inside length less than 44'8" when such cars are moving on Taylor's Car Distribution Orders.

(b) Effective date: This order shall become effective at 12:01 a.m. October 26, 1964.

(c) Expiration date: This order shall expire at 11:59 p.m., November 30, 1964, unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as Agent of all railroads subscribing to the car service and per diem agreement under the terms of the agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 22, 1964.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-10952; Filed, Oct. 27, 1964;
8:46 a.m.]

[S. O. 947; Taylor's Car Distribution Order 2]

BOSTON & MAINE RAILROAD ET AL.

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127, 29 F.R. 6014, 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days' notice.

Therefore, it is ordered, That:

(a) Boston & Maine Railroad shall deliver to the New York Central Railroad Company a daily average of 35 plain serviceable boxcars inside length less than 44'8".

(b) It is further ordered, That cars delivered under this order shall be carded to the Atchison, Topeka & Santa Fe Railway and each car shall be identified by the Boston and Maine Railroad as moving under the provisions of this order.

(c) Effective date: This order shall become effective at 12:01 a.m. October 26, 1964.

(d) Expiration date: This order shall expire at 11:59 p.m., November 15, 1964, unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as Agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 22, 1964.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-10953; Filed, Oct. 27, 1964;
8:46 a.m.]

[S.O. 947; Taylor's Car Distribution Order 3]

NEW YORK CENTRAL RAILROAD CO.
ET AL.

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127, 29 F.R. 6014, 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days notice.

Therefore, it is ordered, That:

(a) The New York Central Railroad Company shall accept a daily average of 35 plain serviceable box cars, inside length less than 44'8", from the Boston and Maine Railroad as provided for in Taylor's Car Distribution Order No. 2 and deliver such cars received to the Atchison, Topeka and Santa Fe Railway.

(b) It is further ordered, That cars moving under the provisions of this order and so identified on cards or movement slips shall not be intercepted, appropriated, or diverted by the New York Central Railroad and must be moved promptly to the Atchison, Topeka and Santa Fe Railway.

(c) And it is further ordered, That the New York Central Railroad Company shall deliver a daily average of 15 plain serviceable box cars inside length less than 44'8", over and above those received from the Boston and Maine, from cars developing empty on its line or received empty from connections. Such cars to be identified on cards or movement slips as moving under the provisions of this order.

(d) Effective date: This order shall become effective at 12:01 a.m., October 26, 1964.

(e) Expiration date: This order shall expire at 11:59 p.m., November 15, 1964 unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of the agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 22, 1964.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 64-10954; Filed, Oct. 27, 1964;
8:46 a.m.]

[S.O. 947; Taylor's Car Distribution Order 4]

BALTIMORE AND OHIO RAILROAD
CO. AND CHICAGO, BURLINGTON,
& QUINCY RAILROAD CO.

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127, 29 F.R. 6014, and 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of

such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days' notice. Therefore, it is ordered, That:

(a) The Baltimore and Ohio Railroad Company shall deliver to the Chicago, Burlington & Quincy Railroad Company a daily average of 40 plain serviceable boxcars inside length less than 44'8".

(b) Cars delivered under this order shall be carded to the Chicago, Burlington & Quincy Railroad Company and each car shall be identified by the Baltimore and Ohio Railroad Company as moving under the provisions of this order.

(c) Effective date: This order shall become effective at 12:01 a.m. October 26, 1964.

(d) Expiration date: This order shall expire at 11:59 p.m. November 15, 1964 unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as Agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 22, 1964.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[SEAL]

[F.R. Doc. 64-10955; Filed, Oct. 27, 1964; 8:46 a.m.]

[S.O. 947; Taylor's Car Distribution Order 5]

NEW YORK CENTRAL RAILROAD CO. AND CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

Shortage of Freight Cars

Pursuant to section 1 (15) and (17) of the Interstate Commerce Act and authority vested in me by paragraph (5) (b) of Interstate Commerce Commission Service Order No. 947 (28 F.R. 12127, 29 F.R. 6014, and 9670).

I find that there exists a shortage of freight cars in certain areas because of inequitable distribution and, because of such emergency, notice and public procedure on this order would be impracticable and contrary to the public interest, and this order shall be made effective upon less than 30 days' notice. Therefore, it is ordered, That:

(a) The New York Central Railroad Company shall deliver to the Chicago,

Burlington & Quincy Railroad Company a daily average of 40 plain serviceable box cars inside length less than 44'8".

(b) Cars delivered under this order shall be carded to the Chicago, Burlington & Quincy Railroad Company and each car shall be identified by the New York Central Railroad Company as moving under the provisions of this order.

(c) Effective date: This order shall become effective at 12:01 a.m., October 26, 1964.

(d) Expiration date: This order shall expire at 11:59 p.m., November 15, 1964, unless otherwise ordered.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as Agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., October 22, 1964.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[SEAL]

[F.R. Doc. 64-10956; Filed, Oct. 27, 1964; 8:47 a.m.]

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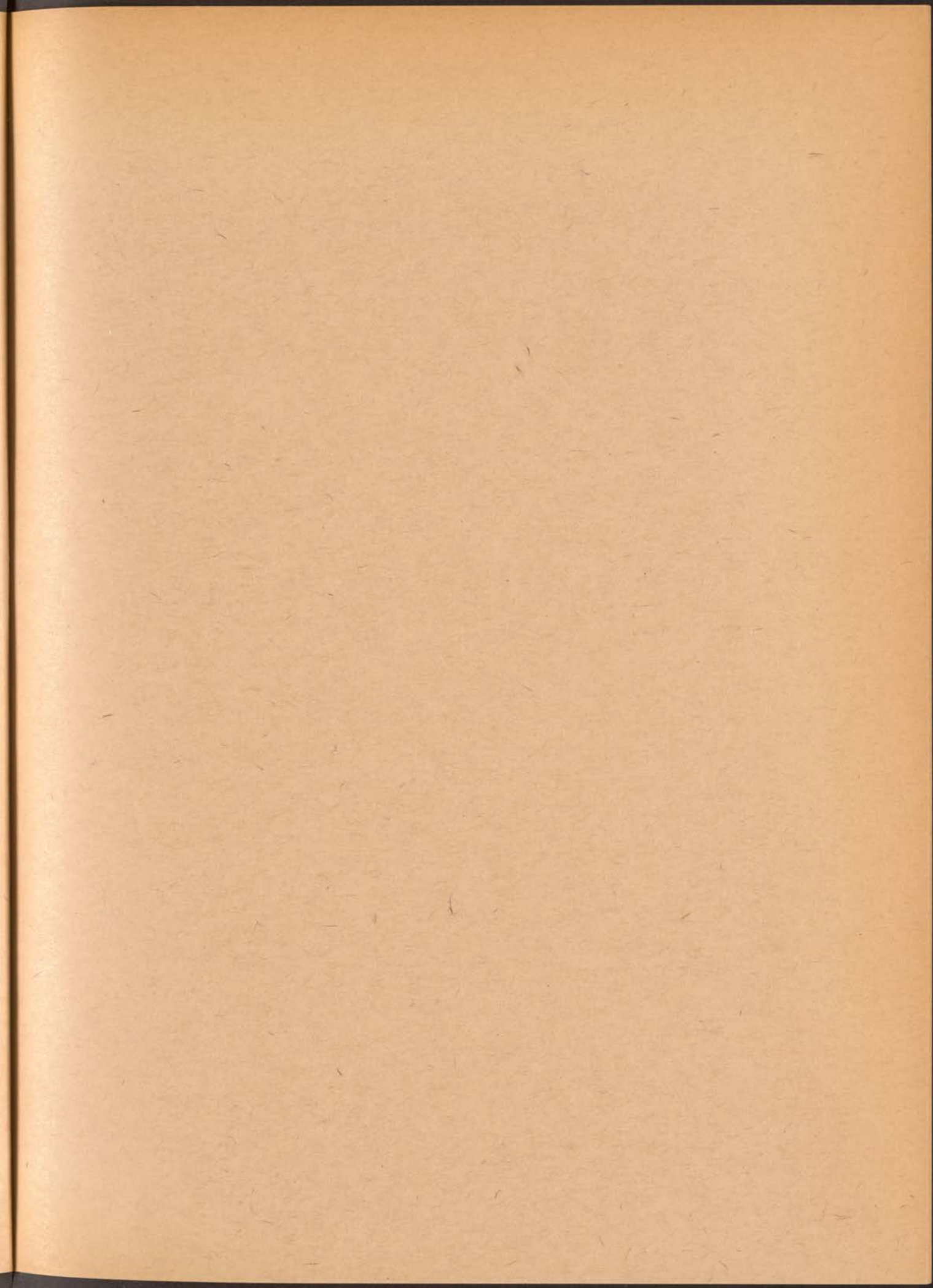
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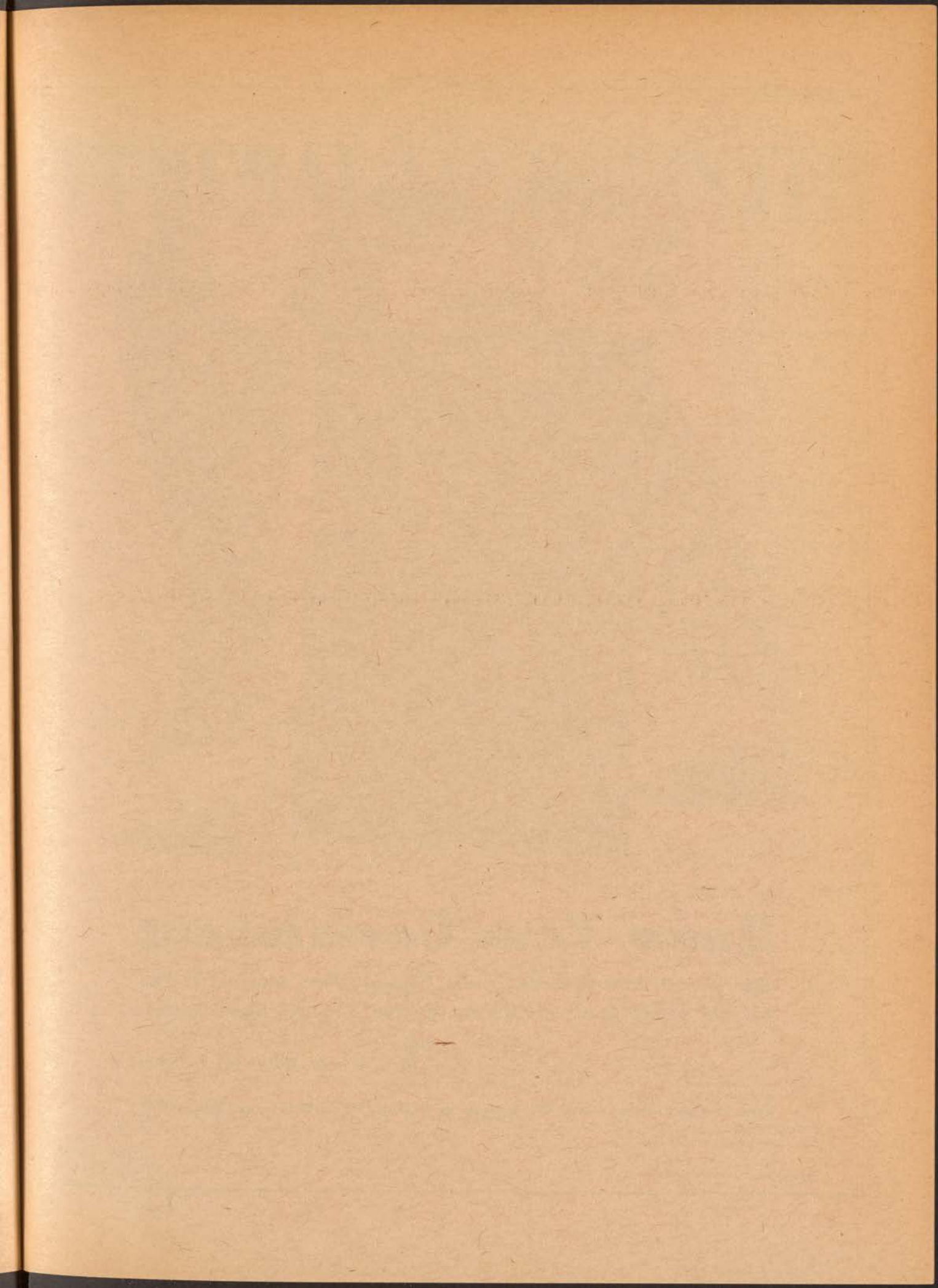
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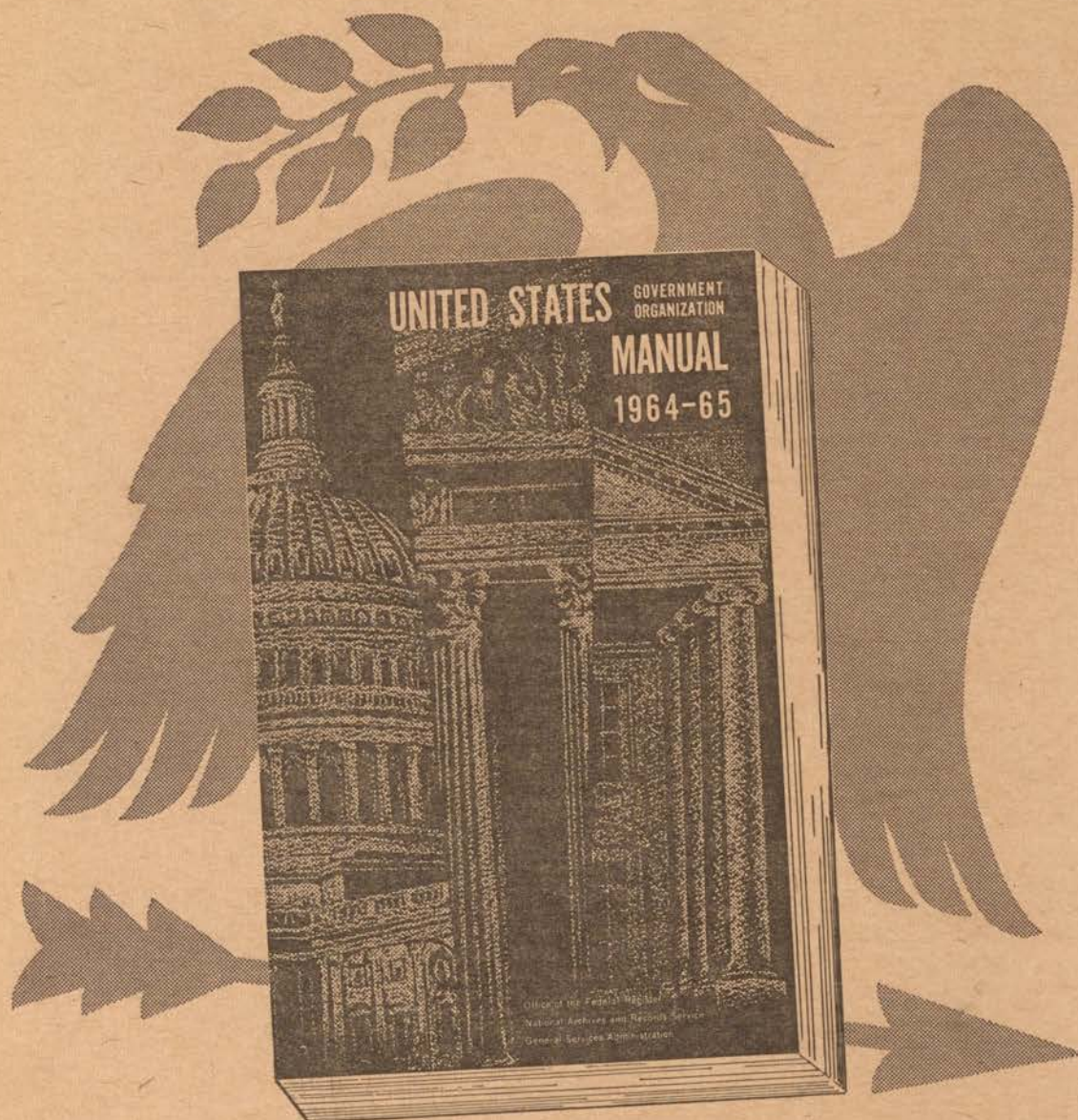
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