

FEDERAL REGISTER

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Agencies in this issue—

The President
Agricultural Stabilization and
Conservation Service
Air Force Department
Atomic Energy Commission
Business and Defense Services
Administration
Civil Aeronautics Board
Consumer and Marketing Service
Customs Bureau
Emergency Preparedness Office
Federal Aviation Administration
Federal Maritime Commission
Federal Power Commission
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Land Management Bureau
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Board
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State Department
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MAR 21 1969

REFERENCE—

Announcing First 10-Year Cumulation

TABLES OF LAWS AFFECTED

in Volumes 70-79 of the

UNITED STATES STATUTES AT LARGE

Lists all prior laws and other Federal instruments which were amended, repealed, or otherwise affected by the provisions of

public laws enacted during the years 1956-1965. Includes index of popular name acts affected in Volumes 70-79.

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Title 3—THE PRESIDENT

Proclamation 3900

NATIONAL DEFENSE TRANSPORTATION DAY AND NATIONAL TRANSPORTATION WEEK, 1969

By the President of the United States of America

A Proclamation

America's transportation network is an example of democracy at work. Through the years the public and private sectors have joined hands and minds to plan, construct, maintain, and operate vast highway, air, water, rail, and pipeline transport systems.

Today, more than one hundred million private vehicles travel on public ways. And tomorrow—probably within the few years remaining in this century—the total system will need to double today's capacity if it is to carry the projected numbers of people and volume of goods.

Transportation makes all other industries possible. It takes grain to the mills, raw materials to the factories, finished products to the market; it must be designed to give our citizens the mobility they need. Our commerce and culture depend on a revitalized transportation industry to end congestion and delay and to prepare for the burgeoning demands of the future.

To give public recognition to this great industry—to focus attention upon its contributions and the challenges it faces—the Congress, by a joint resolution approved May 16, 1957 (71 Stat. 30), has requested the President to proclaim annually the third Friday of May of each year as National Defense Transportation Day, and by a joint resolution approved May 14, 1962 (76 Stat. 69), has requested the President to proclaim annually the week of May in which that Friday falls as National Transportation Week, as a tribute to the men and women, who night and day, move our goods and our people throughout the land and around the world.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby designate Friday, May 16, 1969, as National Defense Transportation Day, and the week beginning May 11, 1969, as National Transportation Week.

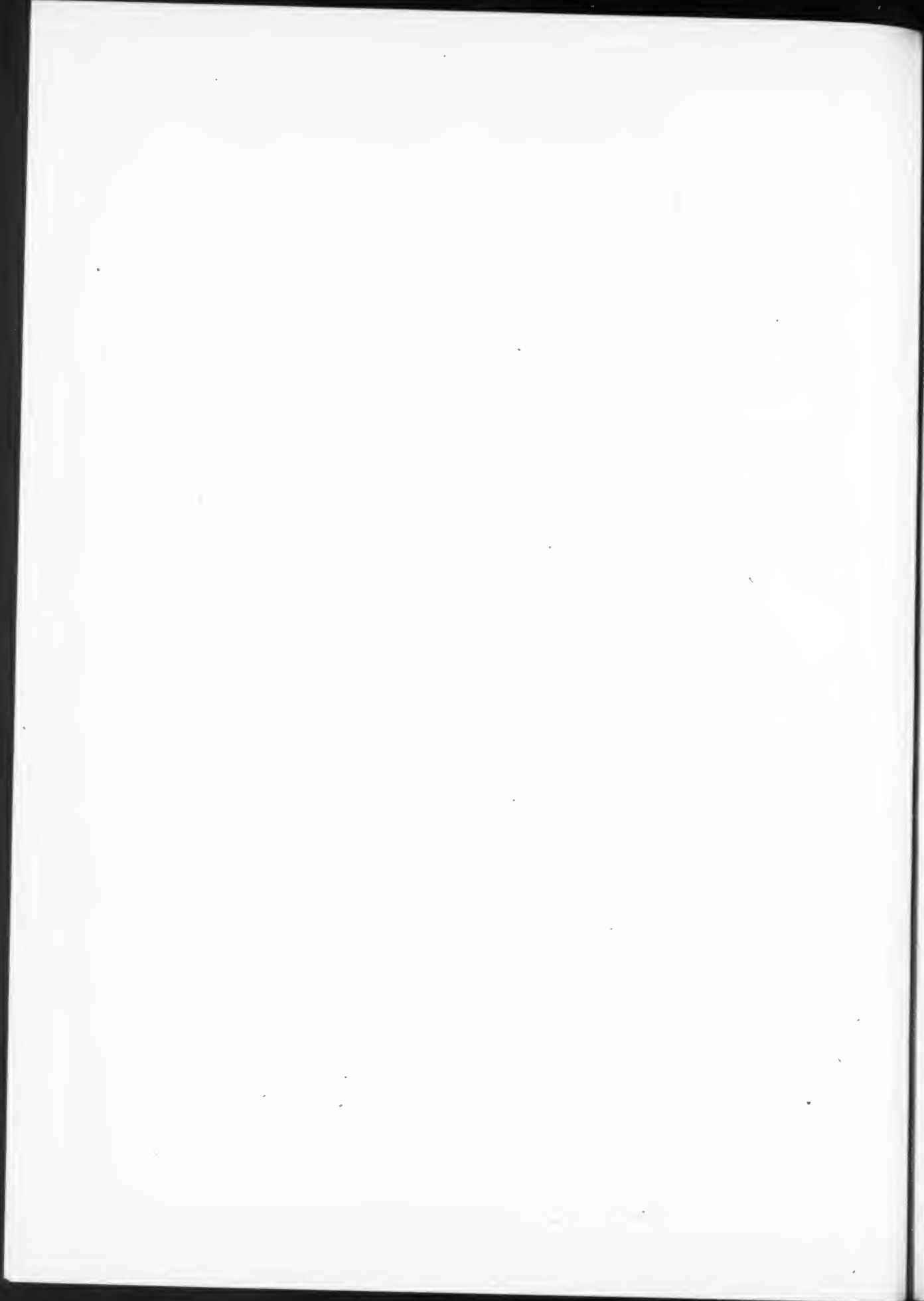
I urge our people to participate with representatives of the transportation industry, our armed services, and other governmental agencies in the observance of these occasions through appropriate ceremonies.

I also invite the Governors of the States to provide for the observance of National Defense Transportation Day and National Transportation Week in a way that will give the citizens of each community the opportunity to recognize and appreciate fully the vital role our great and modern transportation system plays in their lives and in the defense of the Nation.

IN WITNESS WHEREOF, I have hereunto set my hand this seventeenth day of March, in the year of our Lord nineteen hundred and sixty-nine, and of the Independence of the United States of America the one hundred and ninety-third.



[F.R. Doc. 69-3393; Filed, Mar. 18, 1969; 1:31 p.m.]



Proclamation 3901
WORLD TRADE WEEK, 1969
By the President of the United States of America
A Proclamation

There is a clear interrelationship between America's economic health and that of the rest of the world. It follows from this that the cause of stability and peace is served by the advancement of free-flowing world trade.

The United States works closely with other nations to promote the expansion of trade on an equitable basis in the world market. Our national trade policy supports the General Agreement on Tariffs and Trade and other international institutions that seek new ways to facilitate the fair exchange of goods between nations. By reducing barriers to trade the United States and its trading partners have contributed to the growth of the world economy.

As we work toward freer trade, we recognize that our greatest strength lies in the traditional competitive urge of American business and labor. As their international efforts increase their earnings, the nation benefits from a strengthened dollar position and an improved balance of payments.

Exports of United States merchandise rose to a record \$34 billion in 1968, \$3 billion more than in 1967. Imports of foreign products into the United States, attracted by vigorous domestic economic activity and rising consumer income, reached almost \$33 billion, an increase of \$6 billion.

Since imports advanced much faster than exports, our trade surplus dropped \$3 billion to a total of less than \$1 billion. One lesson in this decline is especially important: We must intensify our efforts to contain inflationary pressures at home, helping make our exports more competitive; as our exports expand, we will restore a healthy trade surplus.

Additional outlets are needed for the diversity and abundance of our industrial and agricultural production. We also must find ways to help less developed countries participate more fully in world trade.

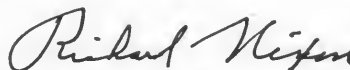
Enlarged markets for our goods and services speed the pace of our economic progress and advance the well-being of all our people. New markets abroad create new jobs at home; new avenues of world trade run parallel to new roads to world peace.

Government in the past has helped American industry and agriculture to open up new markets abroad; today we are more willing and better prepared to help than ever before.

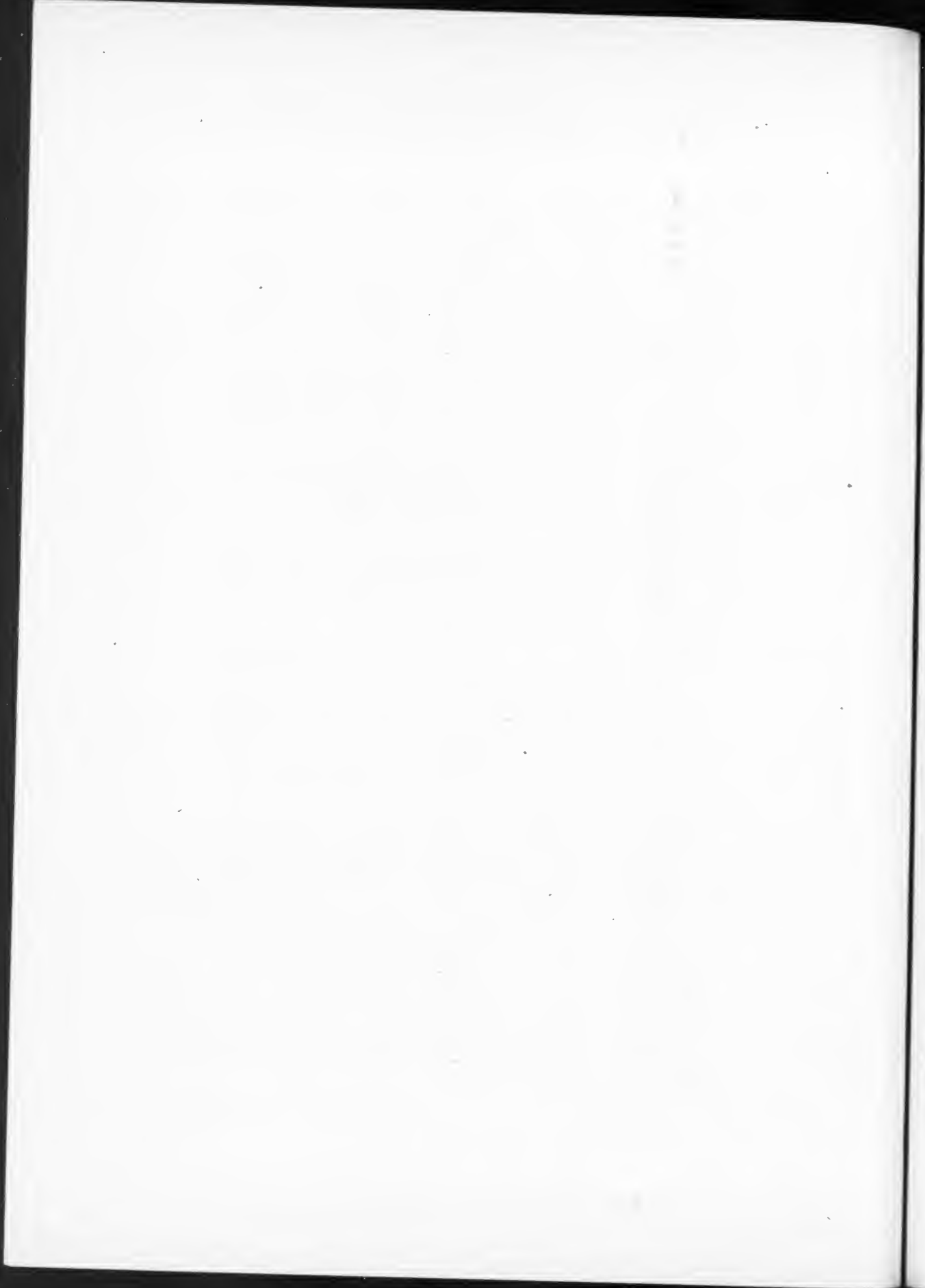
NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, do hereby proclaim the week beginning May 18, 1969, as World Trade Week; and I request the appropriate Federal, State, and local officials to cooperate in the observance of that week.

I urge business, labor, agricultural, educational, professional, and civic groups, as well as the people of the United States generally, to observe World Trade Week with gatherings, discussions, exhibits, ceremonies, and other appropriate activities designed to promote continuing awareness of the importance of world trade to our economy and our relations with other nations.

IN WITNESS WHEREOF, I have hereunto set my hand this eighteenth day of March, in the year of our Lord nineteen hundred and sixty-nine, and of the Independence of the United States of America the one hundred and ninety-third.



[F.R. Doc. 69-3418; Filed, Mar. 19, 1969; 10:07 a.m.]



Rules and Regulations

Title 7—AGRICULTURE

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 811, Amdt. 2]

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements, Quotas and Quota Deficits for 1969

Basis and purpose and bases and considerations. This amendment is issued pursuant to the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended (61 Stat. 922, as amended), hereinafter referred to as the "Act." The purpose of this amendment to Sugar Regulation 811 (33 F.R. 19245) as amended, is to revise the determination of sugar requirements for the calendar year 1969, establish quotas, proratons and direct-consumption limits consistent with such requirements and to determine and prorate or allocate the deficits in quotas established pursuant to the Act.

Section 201 of the Act requires that the Secretary shall revise the determination of sugar requirements at such time during the calendar year as may be necessary.

Total physical deliveries of sugar for consumption so far in 1969 have slightly exceeded the quantities on which initial requirements were based. An increase in requirements at this time would increase the offerings of readily available sugar and would enable foreign countries to plan their exportations of sugar to the United States. It will also provide adequate time for any country which may not be able to supply the full quantity of its quota and deficit proration to so notify the Secretary before August 1.

Accordingly, total sugar requirements for the calendar year 1969 are herein increased by 100,000 short tons, raw value, to a total of 10,700,000 short tons, raw value.

Section 204(a) of the Act provides that the Secretary shall from time to time determine whether any area or country will be unable to fill its quota or proration of a quota. On the basis of the quotas established for Puerto Rico and the Virgin Islands for the calendar year 1969 in § 811.71 of this part and the supply of sugar expected to be available from those areas for marketing in the continental United States during the calendar year 1969, it is herein found that Puerto Rico will be unable to fill its quota by 300,000 short tons, raw value, and the Virgin Islands will be unable to fill its quota of

15,000 short tons, raw value. Accordingly, quota deficits of 315,000 short tons, raw value, are determined herein for Puerto Rico and the Virgin Islands.

On the basis of estimates of sugar production from the current Puerto Rican crop, that area will fail to fill its 1969 mainland sugar quota by 300,000 tons. The sugar industry of the Virgin Islands terminated production of sugar with the 1966 crop and no plans are currently in prospect for any resumption of sugar production in the future. Accordingly, quota deficits of 300,000 short tons, raw value, for Puerto Rico and 15,000 short tons, raw value, for the Virgin Islands are herein determined and are prorated and allocated to foreign countries pursuant to section 204(a) of the Act. If production exceeds the present estimates for Puerto Rico, the marketing opportunities for that area within the total mainland quota for that area will not be limited as a result of the deficit determination and proration provided herein.

Information available to the Department indicates that the Republic of the Philippines will be unable to fill its statutory share of any deficit during the calendar year 1969. Therefore, pursuant to section 204(a) of the Act the entire deficit declaration of 315,000 short tons, raw value, is prorated and allocated to Western Hemisphere countries on the basis of quotas established pursuant to Sugar Regulation 811 for 1969 (33 F.R. 19245).

Peru, the Republic of the Philippines, South Africa and Mexico fell short of filling their 1968 quotas by 1,341 tons, 672 tons, 69 tons, and 17 tons respectively. It is hereby determined that such deficits in relation to the quotas of the countries are within reasonable tolerances under the circumstances which prevailed last year and hence, the quotas of these countries for 1969 and subsequent years are not subject to reduction pursuant to section 202(d)(4). The circumstances surrounding the origin of a cargo of sugar shipped in late 1968 from Central America are still under investigation. Accordingly, action is withheld at this time in connection with the 4,293 ton deficit in the 1968 quota for Nicaragua. Upon completion of the investigation, a finding under section 202(d)(4) with respect to the deficit for Nicaragua will be made and any adjustments in 1969 quotas which may be indicated will be effected.

By virtue of the authority vested in the Secretary of Agriculture by the Act, Part 811 of this chapter is hereby amended by adding a new § 811.72 and by amending §§ 811.70, 811.71, and 811.73 as follows:

1. Section 811.70 is amended to read as follows:

§ 811.70 Sugar requirements, 1969.

The amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1969 is hereby determined to be 10,700,000 short tons, raw value.

2. Section 811.71 is amended by amending paragraph (a) to read as follows:

§ 811.71 Quotas for domestic areas.

(a) (1) For the calendar year 1969 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	Direct-consumption limits	
	Quotas (1)	(2)
	(Short tons, raw value)	
Domestic beet sugar.....	3,168,000	No limit
Mainland cane sugar.....	1,152,000	No limit
Hawaii.....	1,200,000	36,594
Puerto Rico.....	1,140,000	160,500
Virgin Islands.....	15,000	0

(2) It is hereby determined pursuant to section 204(a) of the Act that for the calendar year 1969 Puerto Rico and the Virgin Islands will be unable by 300,000 and 15,000 short tons, raw value, respectively, to fill the quotas established for such areas in subparagraph (1) of this paragraph. Pursuant to section 204(b) of the Act the determination of such deficits shall not affect the quotas established in subparagraph (1) of this paragraph.

3. Section 811.72 is added to read as follows:

§ 811.72 Proration and allocation of deficits and quotas in effect.

(a) It is hereby determined that the Republic of the Philippines will be unable to fill any of its statutory share of deficits during the calendar year 1969. The deficits in quotas determined in paragraph (a) (2) of § 811.71 of 315,000 short tons, raw value, are hereby prorated and allocated pursuant to section 204(a) of the Act to Western Hemisphere countries with quotas in effect as established in Sugar Regulation 811, for 1969 (33 F.R. 19245).

(b) In establishing deficit proratons herein for Western Hemisphere countries consideration has been given to the purchase of U.S. agricultural commodities by such countries, by determining that the value of U.S. agricultural exports to each such country exceeded the total

net receipts f.a.s. port of shipment derived from the sale of sugar from deficit proratons imported from each such country during the most recent 12-month period for which data are available. Each foreign country which is unable to fill its quota including its deficit proration has the responsibility to notify the Secretary the extent of and reasons for such shortfall.

4. Section 811.73 is amended by amending paragraph (c) to read as follows:

§ 811.73 Quotas for foreign countries.

(c) For the calendar year 1969, the proratons to individual foreign countries other than the Republic of the Philippines pursuant to section 202 of the Act are shown in columns (1) and (2) of the following table. In column (3) deficit proratons in the quotas of Puerto Rico and the Virgin Islands amounting to 315,000 short tons, raw value, are herein prorated to Western Hemisphere countries listed in section 202 (c) (3) (A) of the Act, on the basis of published quotas most recently in effect.

Production area	Basic quotas	Temporary ¹ quotas and proratons pursuant to Sec. 202(d)	Deficits and deficit proratons	Total quotas and proratons
(Short tons, raw value)				
Mexico.....	222,905	237,660	60,722	521,287
Dominican Republic.....	218,002	232,433	59,386	509,821
Brazil.....	218,002	232,433	59,386	509,821
Peru.....	173,883	185,393	47,368	406,644
British West Indies.....	87,086	73,613	21,346	182,045
Ecuador.....	31,720	33,819	8,641	74,180
French West Indies.....	27,395	23,157	6,715	57,267
Argentina.....	26,818	28,893	7,305	62,716
Costa Rica.....	25,664	27,362	6,961	60,017
Nicaragua.....	25,664	27,362	6,961	60,017
Colombia.....	23,069	24,597	6,284	53,950
Guatemala.....	21,627	23,059	5,892	50,578
Panama.....	16,148	17,218	4,399	37,765
El Salvador.....	15,860	16,910	4,321	37,091
Haiti.....	12,111	12,913	3,299	28,323
Venezuela.....	10,958	11,683	2,985	25,626
British Honduras.....	6,344	5,303	1,555	13,202
Bolivia.....	2,595	2,767	707	6,069
Honduras.....	2,595	2,767	707	6,069
Australia.....	103,811	87,194	.....	191,005
Republic of China.....	43,254	36,331	.....	79,585
India.....	41,524	34,878	.....	76,402
South Africa.....	30,566	25,674	.....	56,240
Fiji Islands.....	22,781	19,134	.....	41,915
Thailand.....	9,516	7,993	.....	17,509
Mauritius.....	9,516	7,993	.....	17,509
Malagasy Republic.....	4,902	4,116	.....	9,018
Swaziland.....	3,749	3,149	.....	6,898
Ireland.....	5,351	.....	.....	5,351
Bahamas.....	10,000	.....	.....	10,000
Total.....	1,453,416	1,445,564	315,000	3,213,980

¹ Proration of the quotas withheld from Cuba and Southern Rhodesia.

(Secs. 201, 202, 204, and 403; 61 Stat. 923, as amended, 924, as amended, 925, as amended, 932; and 7 U.S.C. 1111, 1112, 1114, and 1153)

Effective date: This action increases quotas for the calendar year 1969 by 100,000 tons and prorates deficits of 315,000 tons to Western Hemisphere countries with sugar quotas in effect. In order to promote orderly marketing, it is essential that this amendment be effective immediately so that all persons selling and purchasing sugar for consumption in the continental United States can promptly plan and market under the changed marketing opportunities. Therefore, it is hereby determined and found that compliance with the notice, procedure, and effective date requirements of 5 U.S.C. 533 is unnecessary, impracticable, and contrary to the public interest and this amendment shall be effective when filed for public inspection in the Office of the Federal Register.

Signed at Washington, D.C., on March 14, 1969.

CLARENCE D. PALMBY,
Assistant Secretary.

[F.R. Doc. 69-3331; Filed, Mar. 19, 1969; 8:45 a.m.]

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

[Navel Orange Reg. 174]

PART 907—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

§ 907.474 Navel Orange Regulation 174.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907, 33 F.R. 15471), regulating the handling of Navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and or-

der, and upon other available information, it is hereby found that the limitation of handling of such Navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Navel oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this regulation effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on March 18, 1969.

(b) *Order.* (1) The respective quantities of Navel oranges grown in Arizona and designated part of California which may be handled during the period March 21, 1969, through March 27, 1969, are hereby fixed as follows:

- (i) District 1: 888,000 cartons;
 - (ii) District 2: 312,000 cartons;
 - (iii) District 3: Unlimited movement.
- (2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: March 19, 1969.

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

[F.R. Doc. 69-3428; Filed, Mar. 19, 1969; 11:23 a.m.]

[Valencia Orange Reg. 267]

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

Limitation of Handling

§ 908.567 Valencia Orange Regulation 267.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908, 33 F.R. 19829), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on March 18, 1969.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of Cali-

fornia which may be handled during the period March 21, 1969, through March 27, 1969, are hereby fixed as follows:

- (i) District 1: 6,112 cartons;
 - (ii) District 2: Unlimited movement;
 - (iii) District 3: 225,000 cartons.
- (2) As used in this section, "handled," "handler," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: March 19, 1969.

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

[F.R. Doc. 69-3436; Filed, Mar. 19, 1969;
11:59 a.m.]

Title 10—ATOMIC ENERGY

**Chapter I—Atomic Energy
Commission**

PART I—STATEMENT OF ORGANIZATION, DELEGATIONS, AND GENERAL INFORMATION

Subpart C—Major Field Offices

**DELEGATION OF AUTHORITY TO MANAGER,
NEVADA OPERATIONS OFFICE**

Notice is hereby given of the amendment of the Statement of Organization, Delegations, and General Information of the U.S. Atomic Energy Commission, 10 CFR Part 1, published in the FEDERAL REGISTER on December 29, 1961 (26 F.R. 12729-12745), as amended.

The present amendment revises the delegations of authority of the Manager of the Nevada Operations Office to reflect the redelegation to him by the General Manager of the Commission on March 5, 1969, of the authority delegated to the Commission by the Administrator of General Services dated February 4, 1969 (34 F.R. 1997) to assist in controlling traffic at the Atomic Energy Commission's Nevada Test Site, including the Rocket Development Station, in Nye County, Nev.

Because this amendment relates to matters of internal management, general notice of proposed rule making and public procedure thereon are unnecessary.

Pursuant to the Atomic Energy Act of 1954, as amended, the Administrative Procedure Act of 1946, as amended, 1 CFR 17.2, and Federal Property Management Regulations Temporary Regulation D-11 (34 F.R. 1997), the following amendment to 10 CFR Part 1 is published as a document, subject to codification to be effective upon publication in the FEDERAL REGISTER.

Paragraph (d) of § 1.208 *Nevada Operations Office* is redesignated as paragraph (e) and the following new paragraph (d) is added as follows:

§ 1.208 *Nevada Operations Office.*

(d) The Manager, Nevada Operations Office, is authorized and directed to make all needful rules and regulations for the control of traffic at the Nevada Test Site, Nye County, Nev.; to annex thereto such reasonable penalties, within the limits authorized by statute, as will ensure their enforcement; and to use the facilities and services of State and local law enforcement agencies for enforcement thereof.

(62 Stat. 281, as amended; sec. 103, 63 Stat. 380; sec. 205, 63 Stat. 389; sec. 161, 68 Stat. 948, as amended; sec. 1, 81 Stat. 54; 40 U.S.C. 318; 42 U.S.C. 2201; 5 U.S.C. 552; Federal Property Management Regs. T.R. D-11, 34 F.R. 1997)

Dated at Germantown, Md., this 13th day of March 1969.

For the Atomic Energy Commission.

W. B. McCool,
Secretary.

[F.R. Doc. 69-3300; Filed, Mar. 19, 1969;
8:45 a.m.]

**Title 14—AERONAUTICS AND
SPACE**

Chapter I—Federal Aviation Administration, Department of Transportation

[Airworthiness Docket No. 69-WE-3-AD;
Amdt. 39-738]

**PART 39—AIRWORTHINESS
DIRECTIVES**

**All McDonnell Douglas Model DC-9
Series Aircraft**

There have been numerous reports of heat damage to the H.F. and V.H.F. coaxial cables and other wiring located in the tail section of McDonnell Douglas Model DC-9 Series aircraft. The H.F. and V.H.F. coaxial cables were damaged by excessive heat in areas adjacent to the right engine eighth stage bleed duct and the auxiliary power unit (APU) exhaust shroud. The coaxial cable damage has resulted in the loss of single and even dual H.F. and V.H.F. systems. Dual V.H.F. system failures result in the loss of all V.H.F. (VOR and localizer) navigation. Since this condition is likely to exist or develop in all McDonnell Douglas Model DC-9 Series aircraft, an airworthiness directive is being issued to require: (1) Interim action to provide inspections to determine that the coaxial cables have not been damaged, provide additional clearance from the eighth stage bleed duct, and visual inspection of the APU exhaust duct and shroud and adjacent wiring for an overtemperature condition; (2) final corrective action which provides for the rerouting of all wiring away from the APU shroud and the installation of an insulation blanket on the eighth stage bleed duct, or; (3) the H.F. (if installed) and V.H.F. coaxial cables and other wiring is rerouted away from all sources of heat in the tail section. Wherever

RULES AND REGULATIONS

possible, alternative methods of corrective action to be accomplished have been provided, to permit maximum flexibility to the aircraft operators in complying with the A.D. and to ensure an equivalent level of safety.

Since a condition exists that requires 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 immediately upon publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new Airworthiness Directive:

MCDONNELL DOUGLAS. Applies to all McDonnell Douglas Model DC-9 Series aircraft. Compliance required as indicated, unless already accomplished.

To prevent heat damage to the H.F. (if installed) and V.H.F. coaxial cables and other wiring located in the tail compartment of DC-9 Series aircraft, accomplish the following:

(A) Within the next 200 hours time in service after the effective date of this A.D., unless already accomplished, perform either 1, 2, and 3, or 4 as follows:

(1) Determine that the H.F. (if installed) and V.H.F. coaxial cables located in the tail compartment of the aircraft adjacent to the eighth stage bleed duct have not deteriorated due to excessive heat. The determination may be accomplished by the use of electrical tests such as fault finder pulse indications, reflectometer measurements, or X-ray inspections or a satisfactory equivalent method approved by the Chief, Aircraft Engineering Division, FAA Western Region. If the electrical tests indicate any coaxial cable impedance change in the area of the eighth stage bleed duct or the APU exhaust shroud, or the X-ray inspections show physical change, such as noticeable drift of the center conductor, or any unsatisfactory condition in these areas, replace the damaged coaxial cables or repair the damaged areas of the cables by use of proper connectors and new coaxial sections, in conjunction with (2) and (3), below. In lieu of electrical testing or X-ray inspection an operator may replace the cables within this 200-hour period.

(2) Provide maximum possible clearance (at least 1 inch) between the H.F. (if installed) and V.H.F. conduits, and the right engine eighth stage bleed duct by rotating the conduit clamps and reworking the spacers as necessary.

NOTE: McDonnell Douglas DC-9 Alert Service Bulletin A23-24, dated February 21, 1969, describes this work.

(3) (a) Visually inspect the APU exhaust shroud for any indications of overtemperature condition, such as shroud discoloration or exterior airframe paint discoloration around the shroud outlet. If the APU exhaust duct has been deformed or leaks, and continued use of the APU is desired, replace the duct in accordance with McDonnell Douglas S.B. 49-8 dated May 2, 1966, and Service Letters AOL-9 No. 74, dated February 6, 1967, and AOL-9 No. 139, dated September 29, 1967, or later FAA approved revisions, or an equivalent duct replacement approved by the Chief, Aircraft Engineering Division, FAA Western Region.

(b) Inspect all wiring adjacent to the APU exhaust shroud for heat damage. Replace or repair to an airworthy condition all wiring found damaged.

(4) Steps (1), (2), and (3) above, need not be accomplished if the operator chooses to both initiate Step B below, and replace within 200 hours the H.F. (if installed) and V.H.F. coaxial cables or to splice with the proper coaxial cable lengths and connectors to provide additional length to reroute the H.F. (if installed) and V.H.F. coaxial cables away from all heat sources in the aircraft tail section. The wiring adjacent to the APU exhaust must also be rerouted away from the exhaust shroud. The rerouting installation design must be approved by Chief, Aircraft Engineering Division, FAA Western Region.

(5) Steps (1) and (3), above, must be repeated prior to any further IFR operation after every report of an eighth stage bleed duct overtemperature condition or an APU exhaust duct failure until (A) (4) or (B), below, has been accomplished or the insulation blanket has been installed on the eighth stage duct.

(B) Within the next 2,000 hours time in service, unless already accomplished, or (A) (4), above, has been accomplished, perform the following in accordance with McDonnell Douglas Service Bulletins 23-24, Rev. 1, dated February 24, 1969, and 27-104, Rev. 1, dated February 18, 1969, or later FAA-approved revisions, or an equivalent installation and modification approved by the Chief, Aircraft Engineering Division, FAA Western Region:

(1) Install an insulation blanket on the eighth stage bleed duct adjacent to the H.F. and V.H.F. coaxial cable conduits.

(2) Reroute the H.F. (if installed) and V.H.F. coaxial cables, and the other wiring bundle (flight recorder, interphone wiring, etc.) away from the APU exhaust shroud area where they are now located.

This amendment becomes effective on March 21, 1969.

(Sec. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423, sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Los Angeles, Calif., on March 12, 1969.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 69-3341; Filed, Mar. 19, 1969; 8:48 a.m.]

[Airworthiness Docket No. 69-WE-4-AD; Amdt. 39-739]

PART 39—AIRWORTHINESS DIRECTIVE

Boeing Airplane Co. Models 707 and 720

Amendment 731, Part 507 (29 F.R. 6614), AD 64-11-1, as amended by Amendment 39-637 (33 F.R. 11745), requires inspection and repair of the upper rear spar chords.

The Boeing Co. requested by letter of January 24, 1969, to Federal Aviation Administration, that Airworthiness Directive No. 64-11-1 be revised to include Service Bulletin No. 2731 in paragraph (7) of the AD. Accomplishment of the service bulletin by affected operators would constitute terminating action for inspections required by Part (a) of the AD 64-11-1.

Since this amendment provides an alternative means of compliance and imposes no additional burden on any person, notice and public procedure

hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 731, Part 507 (29 F.R. 6614), AD 64-11-1, as amended by Amendments 39-637 (33 F.R. 11745) is further amended by amending paragraph (7) to include Boeing Service Bulletin No. 2731, as follows:

(7) Upon accomplishment of the repair or modification in accordance with one of the following, the inspections required by Part (a) of this AD may be discontinued:

Entire repair of chord in accordance with:
Boeing Drawing 65-40140.
Boeing Drawing 65-68328.
Boeing Service Bulletin 2427 Part X.
Boeing Service Bulletin 2607.
Boeing Service Bulletin 2731.

Method approved by the Chief, Aircraft Engineering Division, FAA, Western Region.

This amendment becomes effective March 22, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Los Angeles, Calif., on March 13, 1969.

LEE E. WARREN,
Acting Director, Western Region.

[F.R. Doc. 69-3342; Filed, Mar. 19, 1969; 8:48 a.m.]

[Docket No. 68-EA-136; Amdt. 39-737]

PART 39—AIRWORTHINESS DIRECTIVES

Fairchild Hiller Aircraft

On page 152 of the FEDERAL REGISTER for January 4, 1969, the Federal Aviation Administration published a proposed airworthiness directive which would require installation of protection against inverter overvoltage in Fairchild Hiller F-27 and FH-227 type aircraft.

Interested parties were given 30 days in which to submit written data or views. The Air Transport Association advised that spare parts for the change would be unavailable for some period of time. It is indicated that in view of the foregoing that the 500-hour compliance time may be increased to 1,200 hours without an effect on air safety.

In consideration of the foregoing the proposed airworthiness directive is adopted effective April 15, 1969, except as follows:

Delete the words and figure "500 hours" and insert in lieu thereof "1,200 hours".

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423, sec. 6(c), DOT Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on March 11, 1969.

R. M. BROWN,
Acting Director, Eastern Region.

Amend § 39.13 of Part 39 of the Federal Aviation Regulations so as to add the following new airworthiness directive:

FAIRCHILD HILLER. Applies to F-27 and FH-227 Type Airplanes Incorporating Lear Siegler (Jack & Heintz) Inverters P/N F35-5 or P/N F45-10 or P/N 40045-000 with Solid State Regulators Lear Siegler Kit P/N 52-000054 (Regulator P/N 51502-000), or Kit P/N 52-000059 (Regulator P/N 51502-001), or Kit P/N 52-000068 (Regulator P/N 51502-00M), or Bendix Type 4B39 Series Regulators.

Compliance required within the next 1,200 hours time in service after the effective date of this A.D. unless already accomplished.

To prevent hazards associated with an inverter overvoltage condition causing the burnout or erratic operation of required instruments, accomplish the following:

(a) Install a.c. overvoltage protection in the electrical output of the above inverter(s) which utilize Lear Siegler solid state regulators, P/N 51502-000, or P/N 51502-001, or P/N 51502-00M, in accordance with Lear Siegler Service Bulletin No. 148-1 dated Feb. 7, 1969, for F-27 aircraft and FH-227 aircraft or later FAA approved revision approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region, or equivalent installation approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(b) Install a.c. overvoltage protection in the electrical output of the above inverter(s) which utilize Bendix 4B39 Series regulators in accordance with Bendix Service Bulletin No. R220 dated November 15, 1968, or later FAA-approved revision approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region, or equivalent installation, approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(c) Upon request with substantiating data, submitted through an FAA maintenance inspector, the compliance time specified in this A.D., may be increased by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

[F.R. Doc. 69-3352; Filed, Mar. 19, 1969; 8:49 a.m.]

[Docket No. 69-EA-20; Amdt. 39-736]

PART 39—AIRWORTHINESS DIRECTIVES

Piper Aircraft

The Federal Aviation Administration is amending § 39.3 of Part 39 of the Federal Aviation Regulations so as to issue an airworthiness directive which will require an inspection of the elevator control system in the Piper PA-31 type airplanes.

As a result of surveillance of PA-31 type airplanes an excessive amount of friction has been reported in the elevator control system which could contribute to loss of control of the aircraft. Since this condition is likely to exist or develop in other airplanes of the same type design, this airworthiness directive is being issued.

Because a condition exists which requires the expeditious adoption of this regulation, notice and public procedure herein are impractical and the regulation may be made effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.85 (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended

by adding the following new Airworthiness Directive:

PIPER. Applies to Type PA-31 and PA-31-300 airplanes, Serial Nos. 31-2 to 31-326, 31-328 to 31-332, and 31-334, certificated in all categories.

Compliance required within the next 100 hours time in service, after the effective date of this AD, unless already accomplished.

(a) Inspect and adjust, if necessary, the total friction in the elevator control system, comply with Piper Service Bulletin No. 289, dated February 17, 1969, or later changes thereto or equivalent method, approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(b) Upon request with substantiating data submitted through an FAA maintenance inspector, the compliance time specified in this AD may be increased by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

This amendment is effective March 27, 1969.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on March 12, 1969.

R. M. BROWN,
Acting Director, Eastern Region.

[F.R. Doc. 69-3353; Filed, Mar. 19, 1969; 8:49 a.m.]

[Docket No. 9483; Special Federal Aviation Reg. 24]

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Nonprecision Instrument Approach Requirement

The purpose of this Special Federal Aviation Regulation is to require applicants for an airline transport pilot certificate or an additional type rating, and pilots used by Part 121 certificate holders undergoing proficiency checks, to perform at least one nonprecision approach in an airplane or in an approved simulator with an acceptable visual system, notwithstanding the provisions of section III(c) of Appendix A of Part 61 and section III(c) of Appendix F of Part 121 of the Federal Aviation Regulations.

Section 61.147 requires an applicant for an airline transport pilot certificate or for an additional type rating to pass a practical test in accordance with Appendix A of Part 61. While Appendix A allows the applicant to conduct instrument approaches other than ILS approaches, section III(c) states that such approaches may be performed in a synthetic instrument trainer.

Similarly, § 121.441 requires pilots used by Part 121 certificate holders to perform proficiency checks in accordance with Appendix F. However, section III(c) of Appendix F allows instrument

approaches other than ILS approaches to be performed in a synthetic instrument trainer.

Since June of 1968, 13 fatal accidents occurred in connection with Part 121 operations. Eight of these accidents involved airplanes making instrument approaches to airports, and seven of these eight approaches were nonprecision approaches. While the National Transportation Safety Board has not yet determined the probable cause of these accidents, the FAA, recognizing the possible relationship between the accidents and nonprecision instrument approaches, took several corrective actions. These included accelerated enroute inspections and proficiency checks with emphasis on instrument approach procedures. In this connection, the FAA also requested all Part 121 certificate holders to include voluntarily one nonprecision instrument approach, either in an airplane or in an approved simulator with an acceptable visual system, in all initial and recurrent proficiency checks. While the majority of the Part 121 certificate holders have voluntarily complied with this request, a number have refused to do so.

The FAA has under consideration a proposal to amend Parts 61 and 121. Under this proposal, Appendix A of Part 61 and Appendix F of Part 121 would be revised to require the performance of at least one nonprecision instrument approach. Since, however, the proposal includes many other substantive changes to Parts 61 and 121, it may take several months before the amendments become effective. In view of this and in the interest of safety, this Special Federal Aviation Regulation is issued to require immediately the inclusion of a nonprecision instrument approach in the practical tests and proficiency checks required by §§ 61.147 and 121.441, respectively.

Since this regulation must be issued without delay in the interest of safety, I find that further compliance with the public notice, procedures, and the effective date requirements would be impracticable.

In consideration of the foregoing, the following Special Federal Aviation Regulation is hereby adopted to become effective on March 20, 1969:

1. Contrary provisions of Appendix A of Part 61 of the Federal Aviation Regulations notwithstanding, an applicant for an airline transport pilot certificate with a single-engine or multiengine class rating, or an applicant for an additional type rating must pass a practical test that includes at least one nonprecision instrument approach procedure in an airplane, or in an approved simulator with an acceptable visual system.

2. Contrary provisions of Appendix F of Part 121 of the Federal Aviation Regulations notwithstanding, the proficiency check required by § 121.441 of the Federal Aviation Regulations shall include at least one nonprecision instrument approach procedure in an airplane, or in an approved simulator with an acceptable visual system.

3. This Special Federal Aviation Regulation shall terminate, unless otherwise specified, on April 1, 1970.

(Secs. 313(a), 601, 602, 604, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1422, 1424, sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on March 13, 1969.

D. D. THOMAS,
Acting Administrator.

[F.R. Doc. 69-3326; Filed, Mar. 19, 1969;
8:47 a.m.]

[Airspace Docket No. 69-EA-17]

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

Alteration of Control Zone

The Federal Aviation Administration is amending § 71.171 of Part 71 of the Federal Aviation Regulations so as to alter the Lynchburg, Va., control zone.

Beginning April 3, 1969, the control tower at Muni-Preston Glenn Field, Lynchburg, Va., will be operated from 0700 to 2300 hours local time. Accordingly, the control zone predicated upon the operations of the control tower will be reduced in duration by 1 hour.

Since this amendment is less restrictive in nature and imposes no burden on any person, notice and public procedure herein are unnecessary and the amendment may be made effective in less than 30 days.

In view of the foregoing, § 71.171 of Part 71 of the Federal Aviation Regulations is amended by deleting in the description of the Lynchburg, Va., control zone the figure "2400" and inserting in lieu thereof the figure "2300" effective 0901 G.m.t., April 3, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348, Sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on March 6, 1969.

R. M. BROWN,
Acting Director, Eastern Region.

[F.R. Doc. 69-3343; Filed, Mar. 19, 1969;
8:48 a.m.]

[Airspace Docket No. 68-EA-126]

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

Alteration of Control Zone

On page 263 of the FEDERAL REGISTER for January 8, 1969, the Federal Aviation Administration published a proposed regulation which would alter the Quonset Point, R.I., control zone.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., May 1, 1969.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348, sec. 6(c), Depart-

ment of Transportation Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on March 5, 1969.

R. M. BROWN,
Acting Director, Eastern Region.

Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete the words "a 1-mile radius of Newport Airpark" and insert in lieu thereof "a 4-mile radius of Newport State Airport."

[F.R. Doc. 69-3344; Filed, Mar. 19, 1969;
8:49 a.m.]

[Airspace Docket No. 69-SO-23]

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

Alteration of Control Zone and Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Hickory, N.C., control zone and 700-foot transition area.

The Hickory control zone is described in § 71.171 (34 F.R. 4557) and the Hickory transition area is described in § 71.181 (34 F.R. 4637).

In the descriptions, the geographic coordinate for Hickory Municipal Airport is shown as lat. 35°44'25" N., long. 81°23'28" W. and extensions are predicated on the Hickory VOR 223° radial.

Since the geographic coordinate for Hickory Municipal Airport has been refined by Coast and Geodetic Survey to lat. 35°44'30" N., long. 81°23'20" W.; the final approach radial for AL-706-VOR-RWY 24 and Special VOR Procedure No. 1 will be refined from the Hickory VOR 223° to the 222° radial, effective March 27, 1969, and the altitudes of Special NDB Procedure No. 1 will be altered, effective March 27, 1969, it is necessary to alter the control zone and transition area descriptions as follows:

1. Substitute the refined geographic coordinate (lat. 35°44'30" N., long. 81°23'20" W.) for Hickory Municipal Airport, in both descriptions.

2. Redesignate the extensions predicated on the Hickory VOR 223° to the 222° radial, in both descriptions.

3. Designate an additional control zone extension predicated on the 043° bearing from the Hickory NDB, extending from the 5-mile radius zone to 8 miles northeast of the NDB. Less than 1 square mile of uncontrolled airspace is added to the control zone by designating this extension.

Since these amendments are either editorial or minor in nature, notice and public procedure hereon are unnecessary, and action is taken herein to alter the descriptions accordingly.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., March 27, 1969, as hereinafter set forth.

In § 71.171 (34 F.R. 4557), the Hickory, N.C., control zone is amended to read:

HICKORY, N.C.

Within a 5-mile radius of Hickory Municipal Airport (lat. 35°44'30" N., long. 81°23'20" W.); within 2 miles each side of the 043° bearing from the Hickory NDB (lat. 35°44'00" N., long. 81°23'30" W.), extending from the 5-mile radius zone to 8 miles northeast of the NDB; within 2 miles each side of the Hickory VOR 222° radial, extending from the 5-mile radius zone to the VOR.

In § 71.181 (34 F.R. 4637), the Hickory, N.C., 700-foot transition area is amended to read:

HICKORY, N.C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Hickory Municipal Airport (lat. 35°44'30" N., long. 81°23'20" W.); within 2 miles each side of the Hickory VOR 114° radial, extending from the VOR to 14 miles southeast; within 2 miles each side of the Hickory VOR 222° and 058° radials, extending as a corridor from the 8-mile radius area to 8 miles northeast of the VOR;

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348(a), sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in East Point, Ga., on March 11, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-3345; Filed, Mar. 19, 1969;
8:49 a.m.]

[Airspace Docket No. 68-EA-134]

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

Designation of Control Zone

On Page 261 of the FEDERAL REGISTER for January 8, 1969, the Federal Aviation Administration published a proposed regulation which would designate a Fort Devens, Mass., control zone.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

Since the promulgation of the proposal, there has been a determination to restrict the tower operation to the hours of 0700 to 1900 local time, Monday through Friday. The duration of the control zone will therefore also be reduced to a comparable time limitation. While this is a change to the proposed rule, it nevertheless, is less restrictive than the proposal and thus the amendment need not be the subject of notice and public procedure.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., May 1, 1969, but amended to reflect a control zone duration of from 0700 to 1900 local time, Monday through Friday.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348, sec. 6(c), DOT Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on March 5, 1969.

R. M. BROWN,
Acting Director, Eastern Region.

Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to designate a Fort Devens, Mass., control zone described as follows:

FORT DEVENS, MASS.

Within a 4-mile radius of the center, 42°-34'15" N., 71°36'20" W., of Devens AAF, Fort Devens, Mass.; within a 1-mile radius of the center 42°38'30" N., 71°39'15" W., of Groton Airport, Groton, Mass.; within 2 miles each side of the 315° bearing from the Ayer, Mass., RBN (42°34'05" N., 71°36'19" W.), extending from the 4-mile radius zone to 8 miles northwest of the RBN excluding that portion within a 1-mile radius of the center 42°31'30" N., 71°39'55" W., of Shirley Airport, Shirley, Mass.

This control zone is effective from 0700 to 1900 hours, local time, Monday through Friday.

[F.R. Doc. 69-3346; Filed, Mar. 19, 1969; 8:49 a.m.]

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

Designation of Control Zone and Alteration of Transition Area

On January 31, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 1565), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Greenwood, Miss., control zone and alter the Greenwood, Miss., transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., May 29, 1969, as hereinafter set forth.

In § 71.171 (34 F.R. 4557), the following control zone is added:

GREENWOOD, MISS.

Within a 5-mile radius of the Greenwood-Leflore Airport (lat. 33°29'30" N., long. 90°-04'50" W.); within 2 miles each side of the Greenwood VORTAC 079° radial, extending from the 5-mile radius zone to 1.5 miles east of the VORTAC.

In § 71.181 (34 F.R. 4637), the Greenwood, Miss., transition area is amended as follows: " * * * lat. 33°29'20" N., long. 90°05'00" W. * * *" is deleted and " * * * lat. 33°29'30" N., long. 90°04'50" W. * * *" is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348(a), sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in East Point, Ga., on March 11, 1969.

GORDON A. WILLIAMS, Jr.,
Acting Director, Southern Region.

[F.R. Doc. 69-3347; Filed, Mar. 19, 1969; 8:49 a.m.]

[Airspace Docket No. 68-EA-138]

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

Revocation of Federal Airway Segment

On January 15, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 561) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would revoke VOR Federal airway No. 128 north alternate segment between Cincinnati, Ohio, and York, Ky.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., May 29, 1969, as hereinafter set forth.

In § 71.123 (34 F.R. 4509) V-128 is amended by deleting "a 12 AGL north alternate and also."

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348, sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on March 13, 1969.

T. McCORMACK,
*Acting Chief, Airspace and
Air Traffic Rules Division.*

[F.R. Doc. 69-3349; Filed, Mar. 19, 1969; 8:49 a.m.]

[Airspace Docket No. 69-WA-9]

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

PART 75—ESTABLISHMENT OF JET ROUTES

Designation of Domestic High Altitude Reporting Point and Alteration of Jet Routes

The purpose of these amendments to the Federal Aviation Regulations is to redescribe Jet Routes Nos. 70, 43, and 85 so that the Salem, Mich., VOR is used in their structure.

Amendments published in the FEDERAL REGISTER on November 28, 1968 (33 F.R. 17767) became effective January 9, 1969, and realigned these routes in part as follows:

J-70—Pullman, Mich., via INT of Pullman 091° and Jamestown, N.Y., 275° radials; to Jamestown.

J-43—Rosewood, Ohio, to the INT of Rosewood 009° and Pullman, Mich., 091° radials.

J-85—Cleveland, Ohio, to the INT of Cleveland 315° and Pullman, Mich., 091° radials.

The amendments published in the FEDERAL REGISTER on November 28, 1968, aligned these three routes over the site of Salem VOR without using this facility

in the descriptions. It has been determined that more precise navigational guidance would be provided if the Salem VOR is used in the structure of these jet routes. Such action is taken herein. In addition, Salem VOR is designated herein as a domestic high altitude reporting point.

Since these amendments are both editorial and minor in nature, it is unnecessary to comply with the notice and public procedures of 5 U.S.C. 553.

In consideration of the foregoing, Parts 71 and 75 of the Federal Aviation Regulations are amended, effective 0901 G.m.t., May 1, 1969, as hereinafter set forth.

1. In § 71.207 (34 F.R. 4799) "Salem, Mich." is added.

2. In § 75.100 (34 F.R. 4856) the following changes are made:

a. In the text of Jet Route No. 70, all between "Pullman, Mich.;" and "Huguenot, N.Y.;" is deleted, and "Salem, Mich.; Jamestown, N.Y.;" is substituted therefor.

b. In the text of Jet Route No. 43, all after "Rosewood, Ohio,;" is deleted, and "to Salem, Mich.;" is substituted therefor.

c. In the text of Jet Route No. 85, all after "Cleveland, Ohio, 172° radials,;" is deleted, and "Cleveland; to Salem, Mich. The portion within Canada is excluded.;" is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348, of sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on March 12, 1969.

H. B. HELSTROM,
*Chief, Airspace and Air
Traffic Rules Division.*

[F.R. Doc. 69-3348; Filed, Mar. 19, 1969; 8:49 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 69-76]

PART 1—GENERAL PROVISIONS

Designation of Salt Lake City, Utah as Port of Entry

MARCH 12, 1969.

Notice that it was proposed to designate Salt Lake City, Utah, as a port of entry in the customs district of San Francisco, Calif. (Region VIII), was published in the FEDERAL REGISTER on February 15, 1969 (34 F.R. 2254). The proposal was based upon a need to provide better customs service in the San Francisco, Calif., district. No objections to the proposal were received.

Accordingly, by virtue of the authority vested in the President by section 1 of the Act of August 1, 1914, 38 Stat. 623 (19 U.S.C. 2), which was delegated to the Secretary of the Treasury by the President in Executive Order No. 10289, September 17, 1951 (3 CFR, Ch. II), and

pursuant to authorization provided by Treasury Department Order No. 190, Rev. 5 (33 F.R. 5811), Salt Lake City, Utah, is hereby designated a port of entry in the San Francisco, Calif., district (Region VIII), effective as of April 1, 1969.

To reflect this change, § 1.2(c) of the Customs Regulations is amended by inserting in the column headed "Ports of entry" in the San Francisco, Calif., customs district (Region VIII), in proper alphabetical order "Salt Lake City, Utah (T.D. 69-76)."

(80 Stat. 379, sec. 1, 37 Stat. 434, sec. 1, 38 Stat. 623, as amended, R.S. 251, sec. 624, 46 Stat. 759; 5 U.S.C. 301, 19 U.S.C. 1, 2, 66, 1624)

It is desirable to make the customs port of entry available to the public as soon as possible. Therefore, good cause is found for dispensing with the delayed effective date provision of 5 U.S.C. 553(d).

[SEAL] MATTHEW J. MARKS,
Acting Assistant Secretary
of the Treasury.

[F.R. Doc. 69-3340; Filed, Mar. 19, 1969;
8:48 a.m.]

Title 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

SUBCHAPTER E—SECURITY

PART 850—SAFEGUARDING CLASSIFIED INFORMATION

SUBCHAPTER K—MILITARY TRAINING AND SCHOOLS

PART 907—DELAYED ENLISTMENT PROGRAM (DEP)

Miscellaneous Amendments

1. In § 850.6, paragraph (a)(2) is revised; § 850.9 is amended by changing the last words in the first sentence from "U.S. Government" to "Executive Branch of the Government"; paragraph (g)(1) is amended by changing reference in third sentence from "(AFNIN)" to "(AFCVFB)"; paragraph (g)(5) is amended by changing reference in last sentence from "(AFNICBB)" to "(AFCVFB)"; § 850.9(h) is revised by adding a new paragraph (10). These sections now read as follows:

§ 850.6 Authorized dissemination.

(a) * * *

(2) *Other persons and entities.* Persons, legal entities, and Government agencies or activities, other than those described in subparagraph (1), may be authorized access to classified information only if they must have it to perform a function which, in the judgment of the releasing official, will be in the interest of promoting national defense from which the Government will derive a direct benefit and a net advantage. Releasing officials shall determine that the recipients are trustworthy, and they can and will protect the information adequately. The provisions of § 850.9 shall

be complied with prior to releasing classified information.

NOTE: For any purpose not stated above, problems involving dissemination to private persons or activities should be solved by declassification, rather than by expanding authorized access to classified matter.

* * * * *

§ 850.9 Dissemination and disclosure authority.

(h) *For historical research by persons outside the Executive Branch of the United States.* * * *

(10) Insure that the persons to be granted access signs the "Conditions Governing Access to Official Records for Historical Research Purposes".

2. The title of Part 907 is amended to read as set forth above.

(Sec. 8012, 70A Stat. 488; 10 U.S.C. 8012) [Change 5, dated Feb. 7, 1969, to AFR 205-1, dated Jan. 2, 1968]

By order of the Secretary of the Air Force.

ALEXANDER J. PALENSCAR, JR.,
Colonel, U.S. Air Force, Chief,
Special Activities Group, Office
of The Judge Advocate
General.

[F.R. Doc. 69-3302; Filed, Mar. 19, 1969;
8:45 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 28—PUBLIC ACCESS, USE, AND RECREATION

Parker River National Wildlife Refuge, Mass.

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

§ 28.28 Special regulations: Recreation; for the individual wildlife refuge areas.

MASSACHUSETTS

PARKER RIVER NATIONAL WILDLIFE REFUGE

Entrance into the Public Use Area of the refuge is permitted for the purpose of nature study, photography, hiking, sunbathing, and picnicking from 6 a.m. to 9 p.m. from May 1 through October 15, and from 8 a.m. to 4:30 p.m., from October 16 through April 30. Bathing and swimming are permitted only in the designated area during the hours 10 a.m. to 6 p.m. from July 1 through September 1. Surf fishing is permitted day and night on the ocean beach of the Public Use Area from May 1 through October 15. Plums and cranberries may be picked outside of the Natural Area from 6 a.m. to 9 p.m., August 25 to October 15, to the limit of one-half bushel per family.

Motor vehicles are permitted on designated travel routes and in designated parking areas. Snowmobiles or similar

vehicles are not permitted on the refuge. Over-the-sand vehicles may be on the ocean beach of the Public Use Area, for fishing only, day and night, from May 1 to May 29, and September 2 to October 15 and during the hours of 6 p.m. to 8 a.m. from May 30 to September 1.

Foot travel in the Natural Area is permitted only on designated trails. Fires are permitted only in refuge fireplaces installed by the Bureau, or on the ocean beach of the public use area. Except in the designated bathing area, pets are allowed if on a leash not over 10 feet in length.

Beer and other alcoholic beverages are not permitted on the refuge. Glass beverage bottles may not be taken out of vehicles.

Entrance into the areas west of the main road is permitted in specific locations that are posted "Open to nature study." Applications for permission to enter the area west of the main road for other purposes will be considered.

The various refuge areas, comprising 4,650 acres, are delineated on a map available at refuge headquarters and at the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Post Office and Courthouse, Boston, Mass. 02109.

The provisions of this special regulation supplement the regulations governing recreation on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 28, and are effective through December 31, 1969.

RICHARD E. GRIFFITH,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

MARCH 14, 1969.

[F.R. Doc. 69-3314; Filed, Mar. 19, 1969;
8:46 a.m.]

PART 33—SPORT FISHING

Moosehorn National Wildlife Refuge, Maine

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

§ 33.5 Special regulations: sport fishing, for individual wildlife refuge areas.

MAINE

MOOSEHORN NATIONAL WILDLIFE REFUGE

Sport fishing on the Moosehorn National Wildlife Refuge, Calais, Maine, is permitted on the areas designated by signs as open to fishing. These open areas, comprising 500 acres, are delineated on maps available at refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, U.S. Post Office and Courthouse, Boston, Mass. 02109. Sport fishing shall be in accordance with all applicable state regulations subject to the following special conditions:

(1) The use of boats without motors is permitted.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50,

Code of Federal Regulations, Part 33, and are effective through December 31, 1969.

RICHARD E. GRIFFITH,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

MARCH 14, 1969.

[F.R. Doc. 69-3313; Filed, Mar. 19, 1969;
8:46 a.m.]

PART 33—SPORT FISHING

**Prime Hook National Wildlife Refuge,
Del.**

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

§ 33.5 Special regulations: sport fishing; for individual wildlife refuge areas.

DELAWARE

PRIME HOOK NATIONAL WILDLIFE REFUGE

Sport Fishing is permitted on the Prime Hook National Wildlife Refuge, Milton, Del. The refuge is delineated on maps available at refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, U.S. Post Office and Courthouse, Boston, Mass. 02109. Sport fishing shall be in accordance with all applicable State regulations and the following special condition: Boats, with or without

motors, are permitted for fishing freshwater streams and ponds. Boats may be launched from designated access points or public roads.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 33 and are effective through December 31, 1969.

RICHARD E. GRIFFITH,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

MARCH 14, 1969.

[F.R. Doc. 69-3312; Filed, Mar. 19, 1969;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF LABOR

Wage and Hour Division

[29 CFR Parts 602, 603, 608, 609, 610, 611, 612, 614, 615, 687]

[Administrative Order No. 806]

INDUSTRY COMMITTEES FOR VARIOUS INDUSTRIES IN PUERTO RICO

Appointment To Investigate Conditions and Recommend Minimum Wages; Notice of Hearings

Pursuant to section 5 of the Fair Labor Standards Act of 1938 (29 U.S.C. 205), Reorganization Plan No. 6 of 1950 (3 CFR 1949-1953 Comp., p. 1004), and 29 CFR Part 511, I hereby appoint the following industry committees for the indicated industries:

Committee No.	Industry
81-A-----	Men's and Boys' Clothing and Related Products Industry in Puerto Rico.
81-B-----	Corsets, Brassieres, and Allied Garments Industry in Puerto Rico.
81-C-----	Children's Dress and Related Products Industry in Puerto Rico.
81-D-----	Needlework and Fabricated Textile Products Industry in Puerto Rico.
82-A-----	Sweater and Knit Swimwear Industry in Puerto Rico.
82-B-----	Handkerchief, Scarf, and Art Linen Industry in Puerto Rico.
82-C-----	Women's and Children's Underwear and Women's Blouse Industry in Puerto Rico.
83-A-----	Fabric and Leather Glove Industry in Puerto Rico.
83-B-----	Hosiery Industry in Puerto Rico.
83-C-----	Leather, Leather Goods, and Related Products Industry in Puerto Rico.

The named industries are defined below.

Men's and boys' clothing and related products industry in Puerto Rico. The manufacture from any material of men's and boys' clothing, furnishings, accessories, and related products: *Provided, however,* That the industry shall not include the manufacture of handmade straw hats, gloves, hosiery, footwear, belts (except fabric), sweaters, handkerchiefs, scarves, mufflers, or any product or activity included in the children's dress and related products industry in Puerto Rico, Part 610 of this chapter or in the women's and children's underwear and women's blouse industry in Puerto Rico, Part 609 of this chapter: *And provided further,* That the industry shall not include any activity to which the Fair Labor Standards Act of 1938 would apply by virtue of the Fair Labor Standards Amendments of 1966.

Corsets, brassieres, and allied garments industry in Puerto Rico. The manufacture of corsets, brassieres, brassiere pads, girdles, foundation garments, sanitary belts, surgical or abdominal supports, and all similar body-supporting garments: *And provided however,* That the industry shall not include any activity to which the Fair Labor Standards Act of 1938 would apply by virtue of the Fair Labor Standards Amendments of 1966.

Children's dress and related products industry in Puerto Rico. The manufacture from woven or knit fabric or from waterproof materials of the following garments: Dresses, blouses, shirts, and similar garments for girls; shirts and blouses for boys, size 6X and under; dresses, creepers, rompers, waterproof pants, diaper covers, bibs, sportswear, and play apparel for infants three years of age or under; and clothing and accessories for dolls: *Provided however,* That the industry shall not include products manufactured by heat sealing, cementing, vulcanizing, or any operation similar thereto; or the outlining or embroidery of lace by machine, or the embroidery of any article or trimming by a crochet beading process or with bullion thread: *And provided further,* That the industry shall not include any activity to which the Fair Labor Standards Act of 1938 would apply by virtue of the Fair Labor Standards Amendments of 1966.

Needlework and fabricated textile products industry in Puerto Rico. The manufacture from any material of all apparel and apparel furnishings and accessories made by knitting, crocheting, cutting, sewing, embroidering, or other process; and the manufacture of all textile products and the manufacture of like articles in which a synthetic material in sheet form is the basic component: *Provided, however,* That the industry shall not include any product or activity included in the artificial flower, decoration, and party favor industry in Puerto Rico (Part 688 of this chapter), the button, jewelry, and lapidary work industry in Puerto Rico (Part 616 of this chapter), the corsets, brassieres, and allied garments industry in Puerto Rico (Part 614 of this chapter), the fabric and leather glove industry in Puerto Rico (Part 603 of this chapter), the hosiery industry in Puerto Rico (Part 687 of this chapter), the men's and boys' clothing and related products industry in Puerto Rico (Part 615 of this chapter), the shoe and related products industry in Puerto Rico (Part 601 of this chapter), the straw, hair, and related products industry in Puerto Rico (Part 613 of this chapter), the textile and textile products industry in Puerto Rico (Part 699 of this chapter), the handkerchief, scarf, and art linen industry in Puerto Rico (Part 608 of this chapter),

the women's and children's underwear and women's blouse industry in Puerto Rico (Part 609 of this chapter), the sweater and knit swimwear industry in Puerto Rico (Part 611 of this chapter), and the children's dress and related products industry in Puerto Rico (Part 610 of this chapter), as defined in the wage orders for these industries: *And provided further,* That the industry shall not include any activities to which the Fair Labor Standards Act of 1938 would apply by virtue of the Fair Labor Standards Amendments of 1966.

Sweater and knit swimwear industry in Puerto Rico. The manufacture of men's, women's, misses', boys', and girls' knit sweaters, shrugs, shoulderettes, boleros, and similar knitwear, and women's, misses', and girls' knit swimwear: *Provided, however,* That the industry shall not include the embroidery of any article or trimming by a crochet beading process or with bullion thread: *And provided further,* That the industry shall not include any activity to which the Fair Labor Standards Act of 1938 would apply by virtue of the Fair Labor Standards Amendments of 1966.

Handkerchief, scarf, and art linen industry in Puerto Rico. The manufacture of plain, scalloped, or ornamented handkerchiefs and scarves; the manufacture of art linen, including, but not by way of limitation, table cloths, luncheon cloths, altar cloths, napkins, bridge sets, table covers, sheets, pillow cases, and towels; and the manufacture of needlepoint on canvas or other materials: *Provided, however,* That the industry shall not include the outlining or embroidery of lace by machine or the embroidery of any article or trimming by a crochet beading process or with bullion thread: *And provided further,* That the industry shall not include any activity to which the Fair Labor Standards Act of 1938 would apply by virtue of the Fair Labor Standards Amendments of 1966.

Women's and children's underwear and women's blouse industry in Puerto Rico. The knitting or manufacture from woven or knit fabric, of women's, misses', girls', boys' size 6X or under, and infants' underwear and nightwear, including but not by way of limitation, slips, petticoats, nightgowns, negligees, panties, undershirts, briefs, shorts, pajamas, sleepers, and similar articles; and the manufacture of women's and misses' blouses, shirts, waists, and neckwear (including collar and cuff sets but excluding scarves): *Provided, however,* That the industry shall not include any product or activity included in the corsets, brassieres, and allied garments industry in Puerto Rico (Part 614 of this chapter); or the outlining or embroidery of lace by machine, or the embroidery of any article or trimming by a crochet beading process or with bullion thread: *And provided further,* That the industry shall

not include any activity to which the Fair Labor Standards Act of 1938 would apply by virtue of the Fair Labor Standards Amendments of 1966.

Fabric and leather glove industry in Puerto Rico. The manufacture of dress, semidress, and work gloves and mittens from woven or knit fabric, leather, or synthetic material, or these materials in combination with any other material: *Provided, however,* That the industry shall not include the manufacture of knit or crocheted gloves and mittens, sport and athletic gloves and mittens, or rubber or molded plastic gloves and mittens: *And provided further,* That the industry shall not include any activity to which the Fair Labor Standards Act of 1938 would apply by virtue of the Fair Labor Standards Amendments of 1966.

Hosiery industry in Puerto Rico. The manufacture and processing of full-fashioned and seamless hosiery, including, among other processes, the knitting, seaming, looping, dyeing, clocking, and all phases of finishing hosiery, but not including the manufacture or processing of yarn or thread: *Provided, however,* That the industry shall not include any activity to which the Fair Labor Standards Act would apply by virtue of the Fair Labor Standards Amendments of 1966.

Leather, leather goods, and related products industry in Puerto Rico. The curing, tanning, or other processing of hides, skins, leather, or furs, and the manufacture of products therefrom; the manufacture from artificial leather, fabric, plastics, paper or paperboard, or similar materials of trunks, suitcases, brief cases, wallets, billfolds, coin purses, card cases, key cases, cigarette cases watch straps, pouches, tie cases, toilet kits, checkbook covers, sport and athletic gloves and mittens, belts (except fabric belts), and like articles; and the manufacture of baseballs, softballs, footballs, and basketballs covered with leather, artificial leather, fabric, plastics, or similar materials: *Provided, however,* That the industry shall not include any product or activity included in the button, jewelry, and lapidary work industry (29 CFR Part 616), the needlework and fabricated textile products industry (29 CFR Part 612), the shoe and related products industry (29 CFR Part 601), the fabric and leather glove industry (29 CFR Part 603), or the rubber products industry (29 CFR Part 720), as defined in the wage orders for those industries in Puerto Rico: *And provided further,* That the industry shall not include any activity to which the Fair Labor Standards Act would apply by virtue of the Fair Labor Standards Amendments of 1966.

Pursuant to section 8 of the Fair Labor Standards Act of 1938 (29 U.S.C. 208), Reorganization Plan No. 6 of 1950 (3 CFR 1949-1953 Comp., p. 1004), and 29 CFR Part 511, I hereby:

(a) Convene each of the above-appointed industry committees.

(b) Refer to each of these industry committees the question of the minimum rate or rates of wages to be fixed for the industry with which it is concerned.

(c) Give notice of the hearing to be held by each of them at the times and places indicated below. Each industry committee shall investigate conditions in its industry, and each industry committee, or any authorized subcommittee thereof, shall hear such witnesses and receive such evidence as may be necessary or appropriate to enable the committee to perform its duties and functions under the aforementioned Act.

Industry Committee No. 81-A shall meet in executive session to commence its investigation at 9:30 a.m. on May 12, 1969, in the office of the Wage and Hour and Public Contracts Divisions, U.S. Department of Labor, Seventh Floor, Condominio San Alberto Building, 1200 Ponce de Leon Avenue, Santurce, P.R., and shall commence its hearing at 10:30 a.m. on the same date at the same place. Following this hearing, Industry Committee No. 81-B will meet at the same place to conduct its investigation and to hold its hearing followed in seriatim by Industry Committees No. 81-C and No. 81-D in meeting to conduct their investigations and hold their hearings.

Industry Committee No. 82-A shall meet in executive session to commence its investigation at 9:30 a.m. on May 26, 1969, in the Office of the Wage and Hour and Public Contracts Divisions, U.S. Department of Labor, Seventh Floor, Condominio San Alberto Building, 1200 Ponce de Leon Avenue, Santurce, P.R., and shall commence its hearing at 10:30 a.m. on the same date at the same place. Following this hearing, Industry Committee No. 82-B will immediately convene at the same place to conduct its investigation and to hold its hearing, followed in seriatim by Industry Committee No. 82-C.

Industry Committee No. 83-A shall meet in executive session, to commence its investigation at 9:30 a.m. on June 16, 1969, in the office of the Wage and Hour and Public Contracts Divisions, U.S. Department of Labor, Seventh Floor, Condominio San Alberto Building, 1200 Ponce de Leon Avenue, Santurce, P.R., and shall commence its hearing at 10:30 a.m. on the same date at the same place. At the conclusion of this hearing, Industry Committee No. 83-B shall immediately convene at the same place to conduct its investigation and to hold its hearing followed in seriatim by Industry Committee No. 83-C.

Each industry committee shall recommend to the Administrator of the Wage and Hour and Public Contracts Divisions of this Department the highest minimum wage rate or rates for its industry, not exceeding the minimum wage rate of \$1.60 prescribed in paragraph (1) of section 6(a) of the Act which it determines, having due regard to economic and competitive conditions, will not substantially curtail employment in the industry and will not give any industry in Puerto Rico a competitive advantage over any industry in the United States outside of Puerto Rico, the Virgin Islands, and American Samoa.

Whenever any industry committee finds that a higher minimum wage may be determined for employees engaged in certain activities or in the manufacture of certain products in an industry than may be determined for other employees in that industry, the committee shall recommend such reasonable classifications within that industry as it determines to be necessary for the purpose of fixing for each classification the highest minimum wage rate that can be determined for it under the principles set forth herein and in 29 CFR 511.10 which will not substantially curtail employment in such classification and which will not give a competitive advantage to any group in the industry. No classification shall be made, however, and no minimum wage rate shall be fixed solely on a regional basis or on the basis of age or sex. In determining whether there should be classifications within an industry, in making such classifications, and in determining the minimum wage rates for such classifications, each industry committee shall consider, among other relevant factors, the following: (1) Competitive conditions as affected by transportation, living, and production costs; (2) wages established for work of like or comparable character by collective labor agreements negotiated between employers and employees by representatives of their own choosing; and (3) wages paid for work of like or comparable character by employers who voluntarily maintain minimum wage standards in the industry.

The Administrator shall prepare an economic report for each industry committee containing such data as he is able to assemble pertinent to the matters referred to them. Copies of each such report may be obtained at the national and Puerto Rican offices of the U.S. Department of Labor as soon as they are completed and prior to the hearings. Each industry committee shall take official notice of the facts stated in the economic reports to the extent that they are not refuted at the hearings.

The procedure of industry committees shall be governed by 29 CFR Part 511. Interested persons wishing to participate in any of the hearings shall file pre-hearing statements, as provided in 29 CFR 511.8 containing the data specified in that section not later than 10 days before the first hearing date set for each committee as set forth in this notice of hearing, i.e., May 2, 1969, for matters to be considered by Industry Committees Nos. 81-A, B, C, or D; May 16, 1969, for matters to be considered by Industry Committees Nos. 82-A, B, or C; and June 6, 1969, for matters to be considered by Industry Committees Nos. 83-A, B, or C.

Signed at Washington, D.C., this 17th day of March 1969.

GEORGE P. SHULTZ,
Secretary of Labor.

[F.R. Doc. 69-3356; Filed, Mar. 19, 1969; 8:50 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration
[21 CFR Part 31]

SODA WATER, IDENTITY STANDARD

Proposal To List as Optional Ingredients Fructose, Gluconic Acid, and Gluconate Salts of Calcium, Magnesium, Potassium, or Sodium

Notice is given that a petition has been filed by Dawe's Laboratories, Inc., 4800 South Richmond Street, Chicago, Ill. 60632, proposing that the standard of identity for soda water (21 CFR 31.1) be amended by listing fructose, gluconic acid, and gluconic salts of calcium, magnesium, potassium, or sodium as optional ingredients.

Grounds set forth in the petition in support of the proposed amendment are that: Fructose is 1.73 times as sweet as sucrose for a given weight, hence, a lesser amount is necessary to give equal sweetening; (2) the better buffering of gluconate salts would enable more carbon dioxide to be dissolved in water and diminish gushing on release of pressure when bottle or can is opened; (3) each of the ingredients has unique properties that would contribute to production of improved beverages and would increase the availability of competitive ingredients to soda water manufacturers; and (4) the proposed ingredients are generally recognized as safe (21 CFR 121.101(d)).

Accordingly, it is proposed that § 31.1 (b) be amended by adding fructose to the list of nutritive sweeteners in subparagraph (1), gluconic acid to the list of acidifying agents in subparagraph (4), and gluconate salts of calcium, magnesium, potassium, or sodium to the list of buffering agents in subparagraph (5).

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371) and in accordance with the authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120), all interested persons are invited to submit their views in writing (preferably in quintuplicate) regarding this proposal within 60 days following the date of publication of this notice in the FEDERAL REGISTER. Such views and comments should be addressed to the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, and may be accompanied by a memorandum or brief in support thereof.

Dated: March 13, 1969.

R. E. DUGGAN,
Acting Associate Commissioner
for Compliance.

[F.R. Doc. 69-3306; Filed, Mar. 19, 1969;
8:45 a.m.]

Public Health Service

[42 CFR Part 73]

BIOLOGICAL PRODUCTS

Dating Periods and Proper Names

Notice is hereby given that the Director, National Institutes of Health, proposes to amend § 73.86 of Part 73 of the Public Health Service Regulations to (1) list the dating periods for currently licensed biological products, including the addition of two recently licensed products, Measles-Smallpox Vaccine, Live, and Rh. (D) Immune Globulin (Human), (2) reflect proposed changes of proper names for licensed products prepared from Diphtheria Toxoid, Tetanus Toxoid, Pertussis Vaccine and Poliomyelitis Vaccine, and combinations of these products, and (3) make several editorial changes.

Present proper names

1. a. Diphtheria Toxoid Alum Precipitated.....
- b. Diphtheria Toxoid Aluminum Hydroxide Adsorbed.
- c. Diphtheria Toxoid Aluminum Hydroxide Precipitated.
- d. Diphtheria Toxoid Aluminum Phosphate Adsorbed.
2. Diphtheria and Tetanus Toxoids Combined.....
3. a. Diphtheria and Tetanus Toxoids Aluminum Hydroxide Adsorbed Combined.
- b. Diphtheria and Tetanus Toxoids Combined Aluminum Hydroxide Precipitated.
- c. Diphtheria and Tetanus Toxoids Combined Alum Precipitated.
- d. Diphtheria and Tetanus Toxoids Combined Aluminum Phosphate Adsorbed.
- e. Diphtheria and Tetanus Toxoids Combined Aluminum Phosphate Precipitated.
4. Diphtheria and Tetanus Toxoids and Pertussis Vaccine Combined.
5. a. Diphtheria and Tetanus Toxoids and Pertussis Vaccine Combined Alum Precipitated.
- b. Diphtheria and Tetanus Toxoids Alum Precipitated and Pertussis Vaccine Combined.
- c. Diphtheria and Tetanus Toxoids and Pertussis Vaccine Combined Aluminum Phosphate Adsorbed.
- d. Diphtheria and Tetanus Toxoids and Pertussis Vaccine Combined Aluminum Phosphate Precipitated.
- e. Diphtheria and Tetanus Toxoids Aluminum Hydroxide Adsorbed and Pertussis Vaccine Combined.
- f. Diphtheria and Tetanus Toxoids and Pertussis Vaccine Combined Aluminum Hydroxide Precipitated.
6. Diphtheria and Tetanus Toxoids and Pertussis and Poliomyelitis Vaccines Aluminum Phosphate Adsorbed.
7. a. Diphtheria and Tetanus Toxoids and Pertussis Vaccine Alum Precipitated and Poliomyelitis Vaccine.
- b. Diphtheria and Tetanus Toxoids and Pertussis Vaccine Aluminum Phosphate Adsorbed and Poliomyelitis Vaccine.
8. a. Diphtheria Toxoid Aluminum Hydroxide Adsorbed and Pertussis Vaccine Combined.
- b. Diphtheria Toxoid and Pertussis Vaccine Combined Alum Precipitated.
- c. Diphtheria Toxoid Alum Precipitated and Pertussis Vaccine Combined.
- d. Diphtheria Toxoid and Pertussis Vaccine Combined Aluminum Phosphate Adsorbed.
- e. Diphtheria Toxoid Aluminum Phosphate Adsorbed and Pertussis Vaccine Combined.
9. Diphtheria Toxoid and Pertussis Vaccine Combined...
10. Poliomyelitis Vaccine Aluminum Phosphate Adsorbed.

Proposed proper names

- Diphtheria Toxoid Adsorbed.
- Diphtheria and Tetanus Toxoids, Diphtheria and Tetanus Toxoids Adsorbed.
- Diphtheria and Tetanus Toxoids and Pertussis Vaccine.
- Diphtheria and Tetanus Toxoids and Pertussis Vaccine Adsorbed.
- Diphtheria and Tetanus Toxoids and Pertussis and Poliomyelitis Vaccines Adsorbed.
- Diphtheria and Tetanus Toxoids and Pertussis Vaccine Adsorbed and Poliomyelitis Vaccine.
- Diphtheria Toxoid and Pertussis Vaccine Adsorbed.
- Diphtheria Toxoid and Pertussis and Poliomyelitis Vaccine Adsorbed.

Inquiries may be addressed, and data, views, and arguments may be presented by interested parties, in writing, in triplicate, to the Director, National Institutes of Health, 9000 Rockville Pike, Bethesda, Md. 20014. All relevant material received not later than 30 days after publication of this notice in the FEDERAL REGISTER will be considered.

Notice is also given that it is proposed to make any amendment that is adopted effective 60 days after publication in the FEDERAL REGISTER, except that changes in labeling necessitated by changes of proper names shall be effective when the manufacturer's current supply of labels has been exhausted or 1 year from the date of publication of the amendment in the FEDERAL REGISTER, whichever date is earlier.

1. Revise the proper names of the following products listed in § 73.86, as follows:

PROPOSED RULE MAKING

Anti-Rh Typing Serum, Anti-Rho' (Anti-CD).	Liquid: One year. Dried: Five years. One year.	Diphtheria and Tetanus Toxoids.	Two years (5° C., one year).
Anti-Rh Typing Serum, Anti-Rho'' (Anti-DE).	One year.	Diphtheria and Tetanus Toxoids Adsorbed.	Two years (5° C., one year).
Anti-Rh Typing Serum, Anti-Rho+Rh (Anti-CDE).	One year.	Diphtheria Toxin for Schick Test.	One year (5° C., one year).
Anti-Rh Typing Serum, Anti-Rho+Rh (Anti-D+Dv).	One year.	Diphtheria Toxoid.	Two years (5° C., one year).
Anti-Rh Typing Serum, Anti-rh' (Anti-Cv).	One year.	Diphtheria Toxoid and Pertussis Vaccine Adsorbed.	Eighteen months (5° C., one year).
Anti-rh' and Anti-E Serum (Anti-C'+Kell).	One year.	Diphtheria Toxoid and Pertussis Vaccine Adsorbed.	Eighteen months (5° C., one year).
Anti-S Serum.	Liquid: One year. Dried: Five years.	Dysentery Antitoxin, Shiga.	Five years with a 20 percent excess of potency. One year.
Antivenin (Grotalidae) Polyvalent.	One year.	Equine Encephalomyelitis Vaccine (Eastern).	One year.
Antivenin (<i>Latrodectus mactans</i>).	Five years with a 10 percent excess of potency.	Equine Encephalomyelitis Vaccine (Western).	One year.
Antivenin (<i>Micrurus fulvius</i>).	Five years with a 10 percent excess of potency.	Fibrinogen (Human).	Five years.
Anti-U Serum (Anti-Ss).	Five years with a 10 percent excess of potency.	Fibrinogen with Anthemophilic Factor (Human).	Two years.
Anti-Wr Serum (Anti-Wright).	One year.	Fibrinolytin and Desoxyribonuclease Combined (Bovine).	Three years, provided labeling recommends storage at no warmer than 30° C.
<i>B. histolyticus</i> Antitoxin.	Five years with a 20 percent excess of potency.	Fibrinolytin and Desoxyribonuclease Combined (Bovine) with Chloramphenicol.	Three years, provided labeling recommends storage at no warmer than 30° C.
<i>B. oedematis</i> Antitoxin.	Five years with a 20 percent excess of potency.	Gas Gangrene Polyvalent Antitoxin.	Five years with a 20 percent excess of potency.
<i>B. sordellii</i> Antitoxin.	Six months (5° C., one year).	Hesamophilus <i>influenzae</i> Typing Serum.	One year.
BCG Vaccine.	Two years (5° C., one year).	Histamine Azoprotein.	Two years.
Blastomycin.	Two years.	Histoplasmin.	Two years (5° C., one year).
Blood Group Specific Substances A and B.	Two years.	Immune Serum Globulin (Human).	Three years (5° C., three years).
Blood Group Specific Substance A.	Two years.	Influenza Virus Hemagglutinating Antigen.	Two years (5° C., one year).
Blood Group Specific Substance B.	Five years with a 20 percent excess of potency.	Influenza Virus Vaccine.	Eighteen months (5° C., one year).
Botulinum Antitoxin.	Liquid: One year. Dried: Five years.	Lymphogranuloma Venereum Antigen.	One year (5° C., one year).
Chicken Pox Immune Serum (Human).	Eighteen months (5° C., one year).	Mesles Immune Serum (Human).	Liquid: One year. Dried: Five years.
Cholera Vaccine.	Eighteen months (5° C., one year).	Mesles Immune Globulin (Human).	Three years (5° C., three years).
Cobra Venom with Sillicic and Formic Acids.	Eighteen months (5° C., one year).	Mesles-Smallpox Vaccine, Live.	One year. \$ 73.84 does not apply.
Cobra Venom Solution.	Three years (5° C., one year).	Mesles Virus Vaccine, Inactivated.	One year (5° C., one year).
Coccidioidin.	Eighteen months, provided labeling recommends storage at no warmer than 25° C. \$ 73.84 does not apply.	Modified Plasma (Bovine).	Twenty months. \$ 73.84 does not apply.
Collagenase.	Liquid: Five years with a 20 percent excess of potency. Dried: Five years.	Mumps Immune Serum (Human).	Liquid: One year. Dried: Five years.
Diphtheria Antitoxin.	Four months (5° C., two months).	Mumps Immune Globulin (Human).	Three years from date the dried or frozen bulk product is placed in final solution (5° C., three years).
Diphtheria and Tetanus Toxoids and Pertussis and Poliomylitis Vaccines Adsorbed.	Four months (5° C., two months).	Mumps Skin Test Antigen.	Eighteen months (5° C., one year).
Diphtheria and Tetanus Toxoids and Pertussis Vaccine.	(a) Four months (5° C., two months). (b) One year, provided the pertussis and poliomyelitis components unimixed when issued (5° C., one year).	Mumps Vaccine.	Eighteen months (5° C., one year).
Diphtheria and Tetanus Toxoids and Pertussis Vaccine.	Eighteen months (5° C., one year).	Mumps Virus Vaccine, Live.	One year. \$ 73.84 does not apply.
Diphtheria and Tetanus Toxoids and Pertussis Vaccine Adsorbed.	Eighteen months (5° C., one year).	Normal Bovine Serum.	Five years.
Diphtheria and Tetanus Toxoids and Poliomylitis Vaccine.	One year (5° C., one year).	Normal Horse Serum.	Five years.
		Normal Human Serum.	Liquid: Eighteen months. Dried: Five years.
			Frozen: Three years, provided labeling recommends storage at no warmer than -18° C. \$ 73.84 does not apply.
			Meitied: One year after the date of melting. \$ 73.84 does not apply.
		Normal Rabbit Serum.	Five years.

Frozen: One year, provided labeling recommends storage at a temperature which will maintain ice continuously in a solid state (-10° C., one year).
Liquid: Thirty days, provided labeling recommends storage between 2° and 8° C. § 73.84 does not apply.
Frozen: One year, provided labeling recommends storage at a temperature which will maintain ice continuously in a solid state (-10° C., one year).
Liquid: Thirty days, provided labeling recommends storage between 2° and 8° C. § 73.84 does not apply.

Liquid: Thirty days, provided labeling recommends storage between 2° and 8° C. § 73.84 does not apply.
Liquid: Eighteen months (5° C., one year).
Dried: Five years (5° C., one year).
Liquid: Eighteen months (5° C., one year).
Dried: Five years (5° C., one year).
Liquid: Eighteen months (5° C., one year).
Dried: Five years (5° C., one year).
Liquid: Eighteen months (5° C., one year).
Dried: Five years (5° C., one year).
 Eighteen months.
 One year (5° C., one year).
Liquid: Six months (5° C., three months).
Dried: Eighteen months.
 Sixty days from the date chromium is added. § 73.84 does not apply.
 120 days from date iodination is completed. § 73.84 does not apply.
 Thirty days from date iodination is completed. § 73.84 does not apply.
 Twenty-one days. § 73.84 does not apply.
 Two years.

(a) Twenty-one days from date of collection of source blood, provided labeling recommends storage between 1° and 10° C. and the hermetic seal is not broken during processing. § 73.84 does not apply.
 Twenty-four hours after plasma removal, provided labeling recommends storage between 1° and 10° C., if the hermetic seal is broken during processing. § 73.84 does not apply.
 (b) **Frozen:** Three years, provided labeling recommends storage at -80° C. or colder.
 Twenty-four hours after removal from -80° C. storage, provided labeling recommends storage between 1° and 10° C. § 73.84 does not apply.
 Ten days. § 73.84 does not apply.
 Six months (5° C., six months).
 Eighteen months (5° C., one year).
 Five years.
Liquid: One year.
Dried: Five years.

Poliovirus Vaccine, Live, Oral, Type II---

Poliovirus Vaccine, Live, Oral, Type III---

"No Polyvalent bacterial antigens with U.S. Standard of Potency."
 "No Polyvalent bacterial vaccines with U.S. Standard of Potency."
 Polyvalent modified bacterial antigens with "No U.S. Standard of Potency."
 Polyvalent sensitized bacterial vaccines with "No U.S. Standard of Potency."
 Profibrinolysin (Human)-----
 Pseudomonas Polysaccharide-----
 Q Fever Vaccine-----
 Rabies Vaccine-----
 Radio-Chromated (C¹⁴) Serum Albumin (Human).-----
 Radio-Iodinated (I¹²⁵) Serum Albumin (Human).-----
 Radio-Iodinated (I¹³¹) Serum Albumin (Human).-----
 Reagent Red Blood Cells (Human)-----
 Reagent Blood Group Specific Substances A and B.-----
 Red Blood Cells (Human)-----

Resuspended Red Blood Cells (Human)---
 Rh₀ (D) Immune Globulin (Human)-----
 Rocky Mountain Spotted Fever Vaccine---
 Russell Viper Venom-----
 Scarlet Fever Immune Serum (Human)---

(a) Five years, provided labeling recommends storage between 2° and 10° C. (5° C., three years).
 or
 (b) Three years, provided labeling recommends storage at room temperature, no warmer than 37° C. (5° C., three years).
 or
 (c) Ten years, if in an hermetically sealed metal container and provided labeling recommends storage between 2° and 10° C. § 73.84 does not apply.

Five years with a 20 percent excess of potency.
 Three years from date the dried or frozen bulk product is placed in final solution (5° C., three years).
Liquid: One year.
Dried: Five years.
 Eighteen months (5° C., one year).
 Eighteen months (5° C., one year).
 (a) Five years after blood collection provided labeling recommends storage at -18° C. or colder. § 73.84 does not apply.
 (b) **Fresh frozen:** One year, provided labeling recommends storage at -18° C. or colder. § 73.84 does not apply.
 (c) **Platelet rich:** Twenty-four hours after blood collection provided labeling recommends storage at 20° - 22° C. § 73.84 does not apply.
 (d) **Pooled antihemophilic:** One year after blood collection, provided labeling recommends storage at no warmer than 37° C. § 73.84 does not apply.

(a) Five years (5° C., one year).
 (b) Three years, provided labeling recommends storage at no warmer than 30° C. (5° C., one year).
 One year.
 Three years (5° C., three years).
 One year (5° C., one year).
 One year (5° C., one year).
Frozen: One year, provided labeling recommends storage at a temperature which will maintain ice continuously in a solid state (-10° C., one year).
Liquid: Thirty days, provided labeling recommends storage between 2° and 8° C. § 73.84 does not apply.
Frozen: One year, provided labeling recommends storage at a temperature which will maintain ice continuously in a solid state (-10° C., one year).
Liquid: Thirty days, provided labeling recommends storage between 2° and 8° C. § 73.84 does not apply.

Normal Serum Albumin (Human)-----
 Oxophenarsine Hydrochloride-----
 Ferringens Antitoxin-----
 Pertussis Immune Globulin (Human)-----
 Pertussis Immune Serum (Human)-----
 Pertussis Vaccine-----
 Plague Vaccine-----
 Plasma (Human)-----

Pneumococcus Typing Serum-----
 Poliomylitis Immune Globulin (Human)-----
 Poliomylitis Vaccine-----
 Poliomylitis Vaccine Adsorbed-----
 Poliovirus Vaccine, Live, Oral, Trivalent-----
 Poliovirus Vaccine, Live, Oral, Type I-----

Scarlet Fever Streptococcus Toxin for Dick Test.	One year (5° C., one year).
Scarlet Fever Streptococcus Toxin for Immunization.	One year (5° C., one year).
Shick Test Control.....	One year (5° C., one year).
Smallpox Vaccine.....	<i>Liquid</i> : Three months, provided labeling recommends storage at no warmer than 0° C. (-10° C., nine months, if product is maintained as glycerinated or equivalent vaccine in bulk or final containers). <i>Dried</i> : Eighteen months (5° C., six months). Five years with 20 percent excess of potency.
Staphylococcus Antitoxin.....	Two years (5° C., one year).
Staphylococcus Toxoid.....	Eighteen months (5° C., one year).
Staphylococcus Toxoid and Bacterial Antigen made from Staphylococcus (Albus and Aureus).	Eighteen months (5° C., one year).
Staphylococcus Toxoid and Bacterial Vaccine made from Staphylococcus (Aureus).	Eighteen months (5° C., one year).
Staphylococcus Toxoid, Streptococcus Toxin, and Bacterial Vaccine made from Staphylococcus (Aureus), Streptococcus (Hemolyticus), Pneumococcus, Hemophilus Influenzae.	One year (5° C., one year).
Streptococcus Erythrogenic Toxin.....	One year (5° C., one year).
Streptokinase	Eighteen months.
Streptokinase-Streptodornase	<i>Dried</i> : Two years (5° C., one year). <i>Tablets</i> : Eighteen months, provided labeling recommends storage at no warmer than 30° C. (5° C., six months). Two years (5° C., one year).
Tetanus and Diphtheria Toxoids Adsorbed (For Adult Use).	Five years with a 20 percent excess of potency.
Tetanus and Gas Gangrene Polyvalent Antitoxin.	Five years with a 20 percent excess of potency.
Tetanus Immune Globulin (Human)	Three years with a 10 percent excess of potency (5° C., one year).
Tetanus Antitoxin.....	<i>Liquid</i> : Five years with a 20 percent excess of potency. <i>Dried</i> : Five years with a 10 percent excess of potency.
Tetanus Toxoid.....	Two years (5° C., one year).
Tetanus Toxoid Adsorbed.....	Two years (5° C., one year).
Tetanus Toxoid and Pertussis Vaccine.....	Eighteen months (5° C., one year).
Thrombin	Three years.
Trichinella Extract.....	Eighteen months (5° C., one year).
Tuberculin	<i>Old, concentrated</i> : Containing 50 percent glycerin, five years. <i>Old diluted</i> : One year. <i>Purified Protein Derivative, concentrated</i> : Two years containing 50 percent glycerin (5° C., one year). <i>Purified Protein Derivative, dried</i> : Five years. <i>Old, dried on multiple puncture device</i> : Two years, provided labeling recommends storage at no warmer than 30° C. (30° C., one year).
Typhoid and Paratyphoid Vaccine.....	Eighteen months (5° C., one year).
Typhoid Vaccine.....	Eighteen months (5° C., one year).
Typhus Vaccine.....	Eighteen months (5° C., one year).
Vibron Septique Antitoxin.....	Five years with a 20 percent excess of potency.
Whole Blood (Human) collected in.....	(a) ACD solution—Twenty-one days, provided labeling recommends storage between 1° and 10° C. § 73.84 does not apply. (b) Heparin solution—forty-eight hours, provided labeling recommends storage between 1° and 10° C. § 73.84 does not apply. (c) CPD solution—Twenty-one days, provided labeling recommends storage between 1° and 10° C. § 73.84 does not apply.
Yellow Fever Vaccine.....	One year, provided labeling recommends storage at no warmer than 5° C. (-20° C., one year).

(Sec. 215, 58 Stat. 690, as amended; 42 U.S.C. 216. Sec. 351, 58 Stat. 702, as amended; 42 U.S.C. 262)

Dated: February 19, 1969.

Approved: March 12, 1969.

ROBERT H. FINCH,
Secretary.

ROBERT Q. MARSTON,
Director,
National Institutes of Health.

[F.R. Doc. 69-3287; Filed, Mar. 19, 1969; 8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration
[14 CFR Parts 1, 23, 25, 43, 91]

[Docket No. 9485; Notice 69-10]

MAINTENANCE REQUIREMENTS Notice of Proposed Rule Making

The Federal Aviation Administration is considering amending the Federal Aviation Regulations (FARs) to (1) provide a definition of the term "rebuild" and establish performance standards for such work and, (2) to provide for a maintenance manual for airplanes type certificated under Parts 23 and 25 of the Federal Aviation Regulations.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket or notice number and be submitted in duplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before June 20, 1969, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

The current regulations allow a manufacturer to rebuild any aircraft, aircraft engine, propeller, or appliance manufactured by him under a type or production certificate and to rebuild any appliance or part of aircraft, aircraft engine, propeller, or appliance manufactured by him under a Technical Standard Order Authorization, an FAA Parts Manufacturing Approval, or Product and Process Specification. While the regulations have long provided for the rebuilding of products by the manufacturers, the term has been defined in the FARs only with respect to the rebuilding of aircraft engines. With the number of manufacturers engaged in the rebuilding of their products increasing, the FAA considers it appropriate in the interest of uniformity to define the term, generally for all products. It is also considered appropriate to establish performance standards specifically for such work. In this connection, the proposal uses the criteria currently applied to rebuild engines.

At the present time, the regulations governing the type certification of rotorcraft require that each rotorcraft have a maintenance manual containing the information that the type certificate applicant considers essential for the proper maintenance of the rotorcraft. In addition, the regulations require that each

engine and propeller manufacturer prepare and make available an approved manual containing instructions for installing, operating, servicing and maintaining the engine or propeller. The FAA has recently recognized this necessity with respect to airplanes capable of carrying more than 10 persons and used in Air Taxi operations under Part 135. However, there are no such requirements for other airplanes. Because of the increasing complexity of even the smaller airplanes not to mention the very large airplanes now in the process of certification, the continued airworthiness of such airplanes requires that a maintenance manual be made available to the owners and operators of these airplanes.

These amendments are proposed under the authority of sections 313 (a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, it is proposed to amend Parts 1, 23, 25, 43, and 91 of the Federal Aviation Regulations as follows:

1. By amending § 1.1 of Part 1 by adding a new definition to read as follows:

§ 1.1 General definitions.

"Rebuild" means the disassembly, rework, reassembly, and testing of an aircraft, aircraft engine, propeller, appliance, or part thereof, to the same design data (including the same specifications, tolerances, and limits) as a new aircraft, aircraft engine, propeller, appliance, or part thereof.

2. By amending § 43.13 by adding a new paragraph to read as follows:

§ 43.13 Performance rules (general).

Each manufacturer rebuilding an aircraft, aircraft engine, propeller, appliance, or part thereof shall do that work in such a manner and use materials of such quality that the aircraft, aircraft engine, propeller, appliance, or part thereof is equal to its original condition. Either new or used parts may be used. However, all parts used must conform to the production drawing tolerances and limits for new parts or be of an approved oversize or undersize dimension for a new aircraft, aircraft engine, propeller, appliance, or part thereof.

§ 91.175 [Deleted]

3. By deleting § 91.175.

4. By amending § 91.173 by adding a paragraph (d) to read as follows:

§ 91.173 Maintenance records.

(d) Each registered owner or operator may use a new maintenance record without previous operating history for an aircraft, aircraft engine, propeller, appliance, or part thereof rebuilt by the manufacturer in accordance with the performance rules prescribed in Part 43 of this chapter.

5. By amending Parts 23 and 25 by adding new §§ 23.1529 and 25.1529, respectively, to read as follows:

§ 23-25.1529 Maintenance manual.

A maintenance manual containing the information that the applicant considers essential for proper maintenance must be made available to the owner at the time of delivery of the airplane. The manual must include at least the following:

- (a) Description of systems such as electrical, hydraulic, fuel controls, etc.
- (b) Lubrication instructions setting forth the frequency and the lubricants and fluids which are to be used in the various systems.
- (c) Pressures and electrical loads applicable to the various systems.
- (d) Tolerances and adjustments necessary for proper functioning of the airplane.
- (e) Methods of leveling, raising, and towing.
- (f) Methods of balancing control surfaces.
- (g) Identification of primary and secondary structures.
- (h) Frequency and extent of inspections necessary to the proper operation of the airplane.
- (i) Special repair methods applicable to the airplane.
- (j) Special inspection techniques that require X-ray, ultrasonic, or magnetic particle inspection.
- (k) List of special tools.

Issued in Washington, D.C., on March 14, 1969.

R. S. SLIFF,
Acting Director,
Flight Standards Service.

[F.R. Doc. 69-3354; Filed, Mar. 19, 1969; 8:50 a.m.]

[14 CFR Parts 21, 37, 145]

[Docket No. 9486; Notice 69-12]

REPORTING REQUIREMENTS FOR MANUFACTURERS; FAILURES, DEFECTS, AND MALFUNCTIONS

Notice of Proposed Rule Making

The Federal Aviation Administration is considering amending Parts 21, 37, and 145 of the Federal Aviation Regulations to require manufacturers to report certain defects, failures, or malfunctions in the products or articles which they manufacture.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket or notice number and be submitted in duplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before June 20, 1969, will be considered by the Administrator before taking action on the proposed rule.

The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

The Federal Aviation Regulations do not now require manufacturers to notify the FAA of any failures, defects, or malfunctions found in their products. Both the air carriers operating under Parts 121 and 127, and the certificated repair stations are required to notify the FAA of such conditions. The FAA recognizes, however, that the manufacturer of a product has the expertise with respect to that product to evaluate the seriousness of a failure, defect, or malfunction and to determine the extent to which the failure, defect, or malfunction may present a hazard to flight. For this reason, it is proposed to require manufacturers to notify the FAA of any such failures, defects, or malfunctions found in their products.

It is proposed to require that this notification be made within four (4) hours after the hazardous condition has been found in order that the FAA may take appropriate action. The four hour time limit for notification is consistent with the present practices and procedures under which air carriers and repair stations report such conditions.

The regulations would also be amended to make it clear that manufacturers holding repair station certificates are not required to report under the repair station requirements, any failure, defect, or malfunction already reported under the requirements proposed for manufacturers.

In consideration of the foregoing, it is proposed to amend Parts 21, 37, and 145 as follows:

1. By amending Part 21 by adding a new § 21.3 following § 21.1 to read as follows:

§ 21.3 Notification of failures, malfunctions, or defects.

The holder of a Type Certificate (including a Supplemental Type Certificate) or a Parts Manufacturer Approval (PMA), or the licensee of a Type Certificate, shall within four (4) hours after it discovers or is informed of a failure, malfunction, or defect in any product or part manufactured by it that could result in an imminent hazard to flight, notify the FAA Regional Office in the region in which the holder or licensee is located of such failure, malfunction, or defect. The notification shall be made on a form and in a manner prescribed by the Administrator and shall include as much of the following as is available:

- (a) Model designation.
- (b) Serial number.
- (c) Identification of the part, component, or system involved.
- (d) Nature of the failure, malfunction, or defect.

2. By amending § 37.17 by changing the section heading, by designating the present requirement as paragraph (b) and by adding a new paragraph (a), to read as follows:

§ 37.17 Notification of failures, malfunctions, and defects.

(a) Each manufacturer holding a TSO authorization under this part, shall within four (4) hours after it discovers or is informed of a failure, malfunction, or defect in any article manufactured by it that could result in an imminent hazard to flight, notify the FAA Regional Office in the region in which it is located of such failure, malfunction, or defect. The notification shall be made on a form and in a manner prescribed by the Administrator and shall include as much of the following as is available:

- (1) Model designation.
- (2) Serial number.
- (3) Identification of the article involved.
- (4) Nature of the failure, malfunction, or defect.

3. By amending § 145.63 by adding the following sentence at the end of paragraph (b):

§ 145.63 Reports of defects or unairworthy conditions.

(b) * * * However, a manufacturer holding a domestic repair station certificate need not report under this paragraph any failure, malfunction, or defect already reported in accordance with § 21.3 of this chapter.

4. By amending § 145.79 by adding the following sentence at the end of paragraph (c):

§ 145.79 Records and reports.

(c) * * * However, a manufacturer holding a foreign repair station certificate need not report under this paragraph any failure, malfunction, or defect already reported in accordance with § 21.3 of this chapter.

These amendments are proposed under sections 313(a), 601, 603, and 607 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423 and 1427), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on March 17, 1969.

R. S. SLIFF,
Acting Director,
Flight Standards Service.

[F.R. Doc. 69-3355; Filed, Mar. 19, 1969;
8:50 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-EA-8]

DESIGNATION OF TRANSITION AREA Withdrawal of Proposed Rule Making

On pages 4832 and 4833 of the FEDERAL REGISTER for March 21, 1968, the Federal Aviation Administration published a proposed regulation which would designate a Crewe, Va., transition area.

Since publication of the proposal, airport authorities have been unable to furnish the information necessary for

establishing an instrument approach for which the transition area was to provide protection.

In view of the foregoing the proposed regulation is hereby withdrawn.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348, Sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Jamaica, N.Y., on March 6, 1969.

R. M. BROWN,
Acting Director, Eastern Region.

[F.R. Doc. 69-3350; Filed, Mar. 19, 1969;
8:49 a.m.]

[14 CFR Part 135]

[Docket No. 8744; Notice 69-11]

AIR TAXI OPERATORS AND COMMERCIAL OPERATORS OF SMALL AIRCRAFT

Crash Locator Beacons and Survival Radio Equipment

The Federal Aviation Administration is considering amending Part 135 of the Federal Aviation Regulations to require that a crash locator beacon be carried aboard each aircraft in operations conducted by air taxi and commercial operators under Part 135, including air taxi operations conducted with large aircraft, and that survival radio equipment be carried aboard these aircraft when engaged in extended overwater operations.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to: Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket GC-24, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before May 19, 1969, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

For the purpose of the following discussion, clarification of the terms "crash locator beacon," "survival radio equipment," and "personnel locator beacon," will be helpful. However, no proposal is made herein for requiring a "personnel locator beacon." Its meaning is stated here only for the purpose of distinguishing it from other equipment. As used herein the terms have the following meanings.

"Crash locator beacon" means an electronic device attached to the aircraft structure as far aft as practicable in the fuselage, or in the tail surface, in such a manner that damage to the beacon will be minimized in the event of crash impact. It may be automatically ejectable or be permanently mounted. If it is auto-

matically ejectable it will also have provision for manual removal and operation. The beacon operates from its own power source on 121.5 MHz and 243.0 MHz emergency frequencies, transmitting a distinctive downward swept audio tone for homing purposes, and is designed to function without human action after an accident.

"Survival radio equipment" means a self-buoyant, water resistant, portable emergency radio signaling device which operates from its own power source on 121.5 MHz and 243.0 MHz emergency frequencies, transmitting a distinctive downward swept audio tone for homing purposes, which may or may not have voice capability, and which is capable of operation by unskilled persons. This type equipment is agreed upon internationally for extended overwater operations and is presently required for air carriers engaged in extended overwater operations.

"Personnel locator beacon" means a portable, lightweight beacon, manually operated, which is designed to be carried on the person, in the cockpit of an aircraft, or attached to a parachute, which operates from its own power source on 121.5 MHz and 243.0 MHz emergency frequencies, transmitting a distinctive downward swept audio tone for homing purposes, which may or may not have voice capability, and which is capable of operation by unskilled persons.

On February 26, 1968, the FAA issued Advance Notice of Proposed Rule Making 68-4 (33 F.R. 3643), proposing that Part 91 of the Federal Aviation Regulations be amended to require that a crash locator beacon or device be carried aboard general aviation aircraft when operating over large bodies of water, mountainous terrain, or remote and sparsely populated areas, to expedite search and rescue operations and to facilitate accident investigation and analysis. Comments received in response to that notice were helpful and informative. The proposals contained in this notice are a related rule making action and based, in part, on comments received in response to Notice 68-4. The data and discussion contained in that notice should be considered in connection with the proposals contained herein.

There is, at the present time, no regulatory requirement that aircraft operating under Part 91 or Part 135 be equipped with any device such as a crash locator beacon to aid in the location of the aircraft in the event of a crash or emergency landing. However, the FAA has for many years encouraged the use of such a device for extended overwater and remote-area operations. Advisory Circular 170-4, "Emergency Signaling Device for Aircraft in Distress," was issued on January 9, 1964, to acquaint the aviation community with the advantages afforded by such equipment. Much technical and operating information has been presented in articles published in widely read aviation periodicals, with recommendations for the purchase or lease of the equipment.

Until recently, little public interest in the installation and use of the equipment was apparent, and active opposition to regulatory proposals has been experienced. However, several tragic accidents in recent years, in which survivors lived for an appreciable period after the crash, but later perished from injuries, starvation, or exposure, focused national attention on the problem and prompted new interest on the part of the aviation public, concerned Government agencies, and certain members of Congress. More recently, this problem was highlighted by the disappearance of a large aircraft engaged in air taxi operations.

In comments received in response to Notice 68-4, the principal objections to establishment of a requirement for a crash locator beacon appear to have been based on considerations of cost, equipment reliability, and existing monitoring and alerting systems. However, recent progress in these areas is apparent.

International agreement has been reached on the use of 121.5 MHz and 243.0 MHz as standard frequencies for VHF and UHF survival radio equipment to be utilized after January 1, 1969, and simultaneous transmission on both frequencies, as proposed in this notice will provide for a maximum probability of detection of the emergency signal by civil and military aircraft and installations guarding those frequencies.

At the present time all U.S. Coast Guard aircraft, U.S. Air Force Search and Rescue aircraft, and FAA flight inspection aircraft have VHF/UHF search capability. The U.S. Forest Service is considering the installation of radio equipment in selected fire watch towers for monitoring 121.5 MHz, and installation of direction finding equipment in Forest Service aircraft is scheduled. In addition, the scheduled airlines, through the Air Transport Association, have indicated their willingness to monitor 121.5 MHz, on request.

Increased interest on the part of manufacturers in the development of crash locator beacons, and in the refinement of present equipment has been noted since the issuance of Advance Notice 68-4. The performance standards proposed herein, while considered as minimum requirements for locator beacons, would serve as adequate guidelines for the manufacture and selection of reliable equipment.

The FAA, the Civil Air Patrol, certain manufacturers, and several foreign governments have recently completed tests which have made additional technical information available on beacon performance characteristics, and have developed practical search techniques and methods.

The swept tone modulation specified in this proposal will provide for a uniform and readily recognizable emergency signal, and a frequency stability of 0.005 percent will insure reception on all properly tuned receivers within range of the transmission.

A power source capable of providing power for continuous operation for 24 hours at a -40° F. is proposed to allow

for adequate time in difficult search situations or in the event that initiation of search operations is delayed.

A means for both manual and automatic activation of the crash locator beacon is proposed herein. It is also proposed that the beacon be capable of operating in the temperature range between -40° F. and +130° F. It is believed that an operational capability within this temperature range is necessary to ensure that the beacon could be expected to serve its intended purpose under most conditions which might be encountered in the event of a crash or emergency landing.

Those considerations which make the use of a crash locator beacon essential in operations over land areas, apply equally to the use of survival radio equipment in extended overwater operations. Accordingly, it is proposed that survival radio equipment as described herein, be carried aboard the aircraft and attached to the liferaft now required by § 135.163 for extended overwater operations. This type of equipment is agreed upon internationally, for extended overwater operations, and is presently required equipment for air carriers engaged in extended overwater operation.

In light of the foregoing, the FAA believes that use of crash locator beacons and survival radio equipment in Part 135 operations would make a substantial contribution to aviation safety by providing a means for rapid location of crash sites and survivors, and by facilitating accident investigation and analysis, and that the proposals contained herein are appropriate in view of the significant expansion of operations under Part 135, utilizing aircraft with increased passenger capacities over longer routes, and under a great variety of operating environments.

It should also be noted that certain of the requirements of the Federal Communications Commission would be applicable to the radio equipment discussed herein.

In consideration of the foregoing, it is proposed to amend Part 135 of the Federal Aviation Regulations as follows:

1. By adding a new section to Subpart E to read as follows:

§ 135.163 Aircraft crash locator beacon requirements.

After (specified date 18 months following the effective date of rule) no person may operate an aircraft in operations to which this part applies unless an operable crash locator beacon is carried aboard that—

- (a) Transmits simultaneously on 121.5 MHz and 243.0 MHz, A-2 emission;
- (b) Has a power output to the antenna of at least 100 milliwatts, with antenna losses not exceeding 3 db, to achieve a usable range of 25 miles (line of sight) from the beacon;
- (c) Has downward swept tone modulation of at least 700 Hz from a point between 1000 Hz and 1600 Hz, with the lowest frequency including 300 Hz, at a rate between 2 and 4 sweeps per second;
- (d) Has a frequency stability of 0.005 percent;

(e) Has a self-contained power source capable of providing power for continuous operation for at least 24 hours at -40° F.;

(f) Is capable of operating in the range of ambient temperatures from -40° F. to +130° F.;

(g) Has a means for manual activation and deactivation;

(h) Has a means for automatic activation when the aircraft is subjected to an inertial force of 5g, or more, acting in a forward direction, with respect to the longitudinal axis of the aircraft; and

(i) Is attached to the aircraft structure as far aft as practicable in the fuselage, or in the tail surface, in such a manner that damage to the beacon will be minimized in the event of crash impact; and

(j) Is automatically ejectable or permanently mounted. If automatically ejectable, the beacon must provide for manual removal and operation.

2. By adding a new paragraph (t) to § 135.163 reading as follows:

§ 135.163 Emergency equipment; overwater operations.

(t) One survival radio which is self-buoyant, water resistant, portable, operates from its own power source on 121.5 MHz and 243.0 MHz emergency frequencies, transmits a distinctive downward swept audio tone, and is capable of operation by unskilled persons.

This amendment is proposed under the authority of sections 313(a) and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1354 and 1421), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on March 17, 1969.

JAMES F. RUDOLPH,
Director, Flight Standards Service.

[F.R. Doc. 69-3351; Filed, Mar. 19, 1969; 8:49 a.m.]

National Transportation Safety Board
[14 CFR Part 430]

AIRCRAFT ACCIDENTS, INCIDENTS, OVERDUE AIRCRAFT AND SAFETY INVESTIGATIONS

Preservation of Aircraft Wreckage, Mail, Cargo, and Records

Notice is hereby given that the National Transportation Safety Board has under consideration proposed amendments to Part 430 of its investigation regulations to require that all operators of an aircraft, involved in an aircraft accident or incident as defined in this part, retain all their records and reports (including internal documents and memoranda) made in connection with such accidents and occurrences until otherwise authorized by the Board. The amendment of this part is necessary because the investigation of civil aircraft accidents and incidents in which the Civil Aeronautics Board engaged under title VII of the Federal Aviation Act of 1958 as amended, 49 U.S.C. sections 1441-43

inclusive, was transferred to the National Transportation Safety Board by section 5 of the Department of Transportation Act of 1966 (80 Stat. 1935). It is anticipated that this proposed regulation, when adopted, will be published simultaneously with an amendment, made by final rule, by the Civil Aeronautics Board to its Part 249. The effect of the simultaneous publications will be to substitute the National Transportation Safety Board for the Civil Aeronautics Board as the agency which shall require, for such periods as it determines, that the above described documents be retained by certain operators of aircraft. In this connection, it should be noted that the proposed regulations will require all operators of aircraft to retain for the periods prescribed by the Board, i.e., until authorized to destroy them, all documents, reports and memoranda they prepare dealing with aircraft accidents. This proposed regulation, therefore, is broader than the existing regulation promulgated by the Civil Aeronautics Board, which covered only its regulated carriers.

The proposed amendment to Part 430 also specifies that voice recorder tapes are among the records required to be retained by the operator.

These amendments are proposed under sections 4(d), 5, and 12 of the Department of Transportation Act of 1966 (80 Stat. 934, 936, 949) and section 701, 702, and 703 of the Federal Aviation Act of 1958, as amended (72 Stat. 742, 743, 746, 770, 781, 782).

Interested persons may participate in the proposed rule making through submission of ten (10) copies of written data, views or arguments pertaining thereto, addressed to the Docket Section, National Transportation Safety Board, Washington, D.C. 20591. All relevant matter and communications received on or before May 2, 1969, will be considered by the Board before taking final action on the proposed rule. Copies of such communication will be available for examination by interested persons in the Docket Section of the Board, Room 211, Normandy Building, 1626 K Street NW., Washington, D.C., upon receipt thereof.

Approved: March 13, 1969.

By the National Transportation Safety Board.

[SEAL] JOSEPH J. O'CONNELL,
Chairman.

Amend Part 430 of the Investigation Regulations (14 CFR Part 430) as follows:

By amending § 430.10(a) and by adding after paragraph (c) of § 430.10 a new paragraph (d) to read as follows:

§ 430.10 Preservation of aircraft wreckage, mail, cargo, and records.

(a) The operator of an aircraft is responsible for preserving to the extent possible any aircraft wreckage, cargo, and mail aboard the aircraft, and all records, including tapes of flight recorders and voice recorders, pertaining to the operation and maintenance of the aircraft and to the airmen involved in an

accident or incident for which notification must be given until the Board takes custody thereof or a release is granted pursuant to § 430.11.

(d) The operator of an aircraft involved in an accident or incident as defined in this part shall retain all records and reports including all internal documents and memoranda dealing with the accident or incident until authorized by the Board to the contrary.

[F.R. Doc. 69-3335; Filed, Mar. 19, 1969; 8:48 a.m.]

FEDERAL TRADE COMMISSION

[16 CFR Part 251]

GUIDE CONCERNING USE OF WORD "FREE" AND SIMILAR REPRESENTATIONS

Notice of Opportunity To Present Written Views, Suggestions, or Objections

A proposed guide concerning use of the word "Free" and similar representations is hereinafter set forth and is today made public by the Commission for consideration by industry members and other interested or affected parties, pursuant to the Federal Trade Commission Act, as amended, 15 U.S.C., secs. 41-58, and the provisions of Part 1, Subpart A, of the Commission's procedures and rules of practice, 16 CFR 1.5, 1.6.

Opportunity is hereby extended by the Federal Trade Commission to any and all persons, firms, corporations, organizations, or other parties affected by or having an interest in the proposed guide concerning use of the word "Free" and similar representations, to present to the Commission their views in regard to the guide, including such pertinent information, suggestions, or objections as they may desire to submit. For this purpose, copies of the proposed guide, which is advisory in nature as to the applicability of legal requirements, may be obtained upon request to the Commission. Such data, views, information, or suggestions may be submitted by letter, memorandum, brief, or other written communication not later than May 19, 1969, to the Chief, Division of Industry Guides, Bureau of Industry Guidance, Federal Trade Commission, Pennsylvania Avenue and Sixth Street NW., Washington, D.C. 20580. Written comments received in the proceeding will be available for examination by interested parties at the Commission's Washington address and will be fully considered by the Commission.

Text of the proposed guide follows:

NOTE: This guide has not been approved by the Federal Trade Commission. This is a draft of a proposed guide which is made available to all interested or affected parties for their consideration and for submission of such views, suggestions, or objections as they may care to present, due consideration to which will be given by the Commission before proceeding to final action on the proposed guide.

This guide, if and when finally approved and adopted by the Commission, will enable those who engage in the advertising of "free" merchandise to avoid violations of the Federal Trade Commission Act, as amended (15 U.S.C., secs. 41-58). This guide will have as its purpose the encouragement of advertisers to voluntarily comply with the Act which makes illegal unfair methods of competition and unfair or deceptive acts or practices in commerce. Proceedings to enforce the requirements of law as explained in the guide may be brought under the Federal Trade Commission Act, § 251.1 The Guide.

(a) In order to stimulate consumer sales, attract new customers or introduce new merchandise into the marketplace, advertisers have often found the offer of free merchandise, contingent upon the purchase of some other article of merchandise or service, to be a useful and valuable marketing tool. However, because the purchasing public continually searches for the best buy, and regards the offer of free merchandise to be the ultimate bargain, advertisers must be extremely careful to avoid any possibility that consumers will be misled or deceived by such offers. Representative of the language frequently used in such offers are "Free," "Buy 1, Get 1 Free," "2-for-1 sale," "50 Percent Off With Purchase of 2," etc. Related representations that raise many of the same questions include "Half-Price Sale," "1¢ Sale," "½ Off," etc.

(b) The public understands that, except in the case of introductory offers, the advertiser who makes an offer of free merchandise has established a regular price for the merchandise or service which must be purchased by consumers in order to avail themselves of that which is represented to be "free". In other words, when the purchaser is told that an article is "free" to him if another article is purchased, the word "free" indicates that he is paying nothing for that article and only the regular price for the other. Thus, a purchaser has a right to believe that the merchant will not directly and immediately recover, in whole or in part, the cost of the "free" merchandise by marking up the price of the article which he must purchase or by substitution of inferior merchandise.

(c) When using the word "free" or other words of similar import or meaning in advertising, all the terms, conditions and obligations upon which receipt and retention of a free item of merchandise (or service) are contingent should be set forth, clearly and conspicuously, at the outset so as to leave no reasonable probability that the terms of the advertisement or offer might be misunderstood. Stated differently, all of the terms, conditions, and obligations should appear in close conjunction with the word "free," or similar words, in advertising. Disclosure of the terms of the offer, set forth in a footnote of an advertisement to which reference is made by an asterisk or other symbol placed next to the word "free" is not regarded as making disclosure at the outset.

(d) In advertising that an article of merchandise is "free" upon the purchase of some other merchandise, the advertiser must insure (1) that the price charged for the merchandise which must be purchased is not increased, (2) that there is no reduction in the quantity, quality, or size of the merchandise which must be purchased before obtaining the "free" gift, and (3) that no other strings or conditions are attached to the offer (other than the basic condition that the article be purchased in order for the purchaser to be entitled to the "free" or "1 cent additional" merchandise).

(e) Only the advertiser's own regular price for the merchandise to be purchased may be used as the basis for a "free" offer. Consequently, it would be deceptive to advertise an offer of "free" merchandise based on a price which is in excess of the advertiser's regular price for merchandise required to be purchased. Likewise, it would be deceptive to advertise a "free" offer and attempt to justify it on the basis of a price being charged by others in a trade area for the same or similar merchandise, when such price is in excess of the advertiser's regular price.

(f) A regular price is the price at which an article of merchandise (or service) is openly and actively sold by the advertiser to the public on a regular basis for a reasonably substantial period of time in the recent and regular course of business. A price which (1) is not the advertiser's actual selling price, (2) is a price which was not used in the recent past but at some remote period in the past, or (3) is a price which has been

used only for a short period of time, is not a regular price.

(g) Some products are almost never sold at a single regular price but are instead sold by means of individual negotiated transactions. The seller of such products is not precluded from making a "free" offer if the product is offered at the lowest price at which the seller has actually sold it in the recent past.

(h) Continuous "free" offers or the frequent repetition of such offers should be avoided. Continuous or frequently repeated offers of the type in question are false and misleading since the advertiser's regular price for merchandise to be purchased by consumers in order to avail themselves of "free" merchandise will, by lapse of time, become the regular price for the "free" merchandise together with the merchandise required to be purchased. Under such circumstances, therefore, any offer of "free" merchandise is merely illusory.

(i) Introductory offers of "free" merchandise may be advertised on a temporary basis when advertisers expect, in good faith, to discontinue the offer after a limited time and commence selling the newly introduced merchandise separately from that which was described as "free" at a price which is not in excess of the price that prevailed during the introductory period.

(j) This section does not preclude the use of nondeceptive "combination" offers in which two or more items or services, for example, toothpaste and a toothbrush, or soap and deodorant, or clothing and alterations, are offered for sale

as a single unit at a single stated price, and in which no representation is made that the price is being paid for one item and the other is "free". Similarly, sellers are not precluded from setting a price for a product or service which also includes furnishing the purchaser with a second distinct product or service at one inclusive price—again where no representation is made that the latter is free.

(k) Offers of "free" merchandise which may be deceptive for failure to meet the provisions of this section, may not be corrected by the substitution, for the word "free" of such similar words and terms as "gift," "given without charge," "bonus" or other words and terms which tend to convey to the consuming public the impression that an article of merchandise (or service) is "free".

(NOTE: If adopted and promulgated by the Commission, the provisions of the guide set forth above will supersede those contained in the trade practice rule on use of the word "free," released by the Commission on December 3, 1953. In addition, provisions of those guides and trade practice rules dealing with use of the term "free" will be construed in light of the foregoing proposed guide.)

(38 Stat. 717, as amended, 15 U.S.C. 41-58)

Issued: March 19, 1969.

By direction of the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-3297; Filed, Mar. 19, 1969;
8:45 a.m.]

Notices

DEPARTMENT OF STATE

[Public Notice 305]

U.S. CITIZENS

Restriction on the Travel To, In, or Through Mainland China

Pursuant to the authority of Executive Order 11295 and in accordance with 22 CFR 51.72(c), travel to, in, or through Mainland China is restricted as unrestricted travel to, in, or through Mainland China would seriously impair the conduct of U.S. foreign affairs in view of the continuing unsettled conditions within Mainland China and the risks and dangers which might ensue from the inadvertent involvement of American citizens in domestic disturbances.

U.S. passports shall not be valid for travel to, in, or through Mainland China unless specifically endorsed for such travel under the authority of the Secretary of State.

This public notice shall expire at the end of 6 months from the date of publication in the FEDERAL REGISTER unless extended or sooner revoked by public notice.

Effective date. This notice becomes effective on March 16, 1969.

Dated: March 15, 1969.

[SEAL] WILLIAM P. ROGERS,
Secretary of State.

[F.R. Doc. 69-3389; Filed, Mar. 19, 1969;
8:50 a.m.]

[Public Notice 304]

U.S. CITIZENS

Restriction on the Travel To, In, or Through Cuba

Pursuant to the authority of Executive Order 11295 and in accordance with 22 CFR 51.72(c), travel to, in, or through Cuba is restricted as unrestricted travel to, in, or through Cuba would seriously impair the conduct of U.S. foreign affairs. To permit unrestricted travel would be incompatible with the resolutions adopted at the Ninth Meeting of Consultation of Ministers of Foreign Affairs of the Organization of American States, of which the United States is a member. At this meeting, held in Washington from July 21 to 26, 1964, it was resolved that the governments of the American states not maintain diplomatic, consular, trade, or shipping relations with Cuba under its present government. This resolution was reaffirmed in the Twelfth Meeting of Ministers of Foreign Affairs of the OAS held in September 1967, which adopted resolutions calling upon Member States to apply strictly the recommendations pertaining to the movement of funds and arms from Cuba to other American nations. Among other

things, this policy of isolating Cuba was intended to minimize the capability of the Castro government to carry out its openly proclaimed programs of subversive activities in the Hemisphere.

U.S. passports shall not be valid for travel to, in, or through Cuba unless specifically endorsed for such travel under the authority of the Secretary of State.

This public notice shall expire at the end of 6 months from the date of publication in the FEDERAL REGISTER unless extended or sooner revoked by public notice.

Effective date. This notice becomes effective on March 16, 1969.

Dated: March 15, 1969.

[SEAL] WILLIAM P. ROGERS,
Secretary of State.

[F.R. Doc. 69-3390; Filed, Mar. 19, 1969;
8:50 a.m.]

[Public Notice 306]

U.S. CITIZENS

Restriction on the Travel To, In, or Through North Korea

Pursuant to the authority of Executive Order 11295 and in accordance with 22 CFR 51.72(c), travel to, in, or through North Korea is restricted as unrestricted travel to, in, or through North Korea would seriously impair the conduct of U.S. foreign affairs. In view of the dangerous tensions in the Far East, the expressed and virulent hostility of the North Korean regime toward the United States, the increase in incidents along the military demarcation line, the seizure by North Korea of a U.S. naval vessel and its crew, and the special position of the Government of the Republic of Korea which is recognized by resolution of the United Nations General Assembly as the only lawful government in Korea, the Department of State believes that wholly unrestricted travel by American citizens to North Korea would seriously impair the conduct of U.S. foreign affairs.

U.S. passports shall not be valid for travel to, in, or through North Korea unless specifically endorsed for such travel under the authority of the Secretary of State.

This public notice shall expire at the end of 6 months from the date of publication in the FEDERAL REGISTER unless extended or sooner revoked by public notice.

Effective date. This notice becomes effective on March 16, 1969.

Dated: March 15, 1969.

[SEAL] WILLIAM P. ROGERS,
Secretary of State.

[F.R. Doc. 69-3391; Filed, Mar. 19, 1969;
8:50 a.m.]

[Public Notice 307]

U.S. CITIZENS

Restriction on the Travel To, In, or Through North Viet-Nam

Pursuant to the authority of Executive Order 11295 and in accordance with 22 CFR 51.72(b), travel to, in, or through North Viet-Nam is restricted as this is "a country or area where armed hostilities are in progress."

U.S. passports shall not be valid for travel to, in, or through North Viet-Nam unless specifically endorsed for such travel under the authority of the Secretary of State.

This public notice shall expire at the end of 6 months from the date of publication in the FEDERAL REGISTER unless extended or sooner revoked by public notice.

Effective date. This notice becomes effective on March 16, 1969.

Dated: March 15, 1969.

[SEAL] WILLIAM P. ROGERS,
Secretary of State.

[F.R. Doc. 69-3392; Filed, Mar. 19, 1969;
8:50 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management CALIFORNIA

Notice of Filing of California State Protraction Diagrams

MARCH 12, 1969.

Notice is hereby given that effective April 21, 1969, the following protraction diagrams, approved January 7, 1969, are officially filed and of record in the Sacramento Land Office. In accordance with Title 43, Code of Federal Regulations, these protractions will become the basic record for describing the land for all authorized purposes at and after 10 a.m. of the above date. Until this date and time, the diagrams have been placed in the open files and are available to the public for information only.

CALIFORNIA PROTRACTION DIAGRAM NO. 158

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 34 N., R. 16 E.,
Sec. 27, W $\frac{1}{2}$;
Sec. 28, all;
Sec. 29, E $\frac{1}{2}$;
Sec. 32, E $\frac{1}{2}$;
Sec. 33, all;
Sec. 34, W $\frac{1}{2}$.
T. 28 N., R. 17 E.,
Secs. 1 to 4, inclusive;
Sec. 5, N $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 6, N $\frac{1}{2}$;
Sec. 8, NE $\frac{1}{4}$;
Sec. 9, N $\frac{1}{2}$;
Sec. 10, N $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 11, all;
Sec. 12, N $\frac{1}{2}$, SW $\frac{1}{4}$;
Sec. 14, N $\frac{1}{2}$;
Sec. 15, NE $\frac{1}{4}$.

CALIFORNIA PROTRACTOR DIAGRAM No. 166

MOUNT DIABLO MERIDIAN, CALIFORNIA

- T. 40 N., R. 15 E.,
Secs. 1 and 2;
Sec. 3, E $\frac{1}{2}$, SW $\frac{1}{4}$;
Secs. 10 to 15, inclusive;
Secs. 22 to 27, inclusive;
Sec. 34, N $\frac{1}{2}$, SE $\frac{1}{4}$;
Secs. 25 and 36.
- T. 39 N., R. 16 E.,
Sec. 5, W $\frac{1}{2}$;
Secs. 6 and 7;
Sec. 8, NW $\frac{1}{4}$;
Sec. 18, N $\frac{1}{2}$.
- T. 41 N., R. 16 E.,
Sec. 1, portion;
Sec. 12, portion.
- T. 39 N., R. 17 E.,
Sec. 31, W $\frac{1}{2}$.
- T. 40 N., R. 17 E.,
Sec. 3, portion SW $\frac{1}{4}$.
- T. 41 N., R. 17 E.,
Sec. 4, NE $\frac{1}{4}$, W $\frac{1}{2}$;
Secs. 5, 6, 7, 8, 16, 21, 28, and 33, fractional.

CALIFORNIA PROTRACTOR DIAGRAM No. 167

MOUNT DIABLO MERIDIAN, CALIFORNIA

- T. 36 N., R. 1 E.,
Secs. 1 and 2;
Sec. 3, NE $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 11 to 15, inclusive;
Secs. 22 to 24, inclusive;
Sec. 25, N $\frac{1}{2}$, SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$;
Secs. 26, 27, 34, and 35.
- T. 39 N., R. 1 E.,
Sec. 32, S $\frac{1}{2}$;
Sec. 33, S $\frac{1}{2}$;
Sec. 34, NE $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 35, W $\frac{1}{2}$.
- T. 36 N., R. 2 E.,
Sec. 1, W $\frac{1}{2}$;
Secs. 2 to 9, inclusive;
Sec. 10, N $\frac{1}{2}$, SW $\frac{1}{4}$;
Sec. 11, N $\frac{1}{2}$;
Sec. 16, N $\frac{1}{2}$;
Secs. 17 to 19, inclusive;
Sec. 20, N $\frac{1}{2}$, SW $\frac{1}{4}$;
Sec. 30, N $\frac{1}{2}$, W $\frac{1}{2}$ SW $\frac{1}{4}$.

CALIFORNIA PROTRACTOR DIAGRAM No. 168

MOUNT DIABLO MERIDIAN, CALIFORNIA

- T. 38 N., R. 4 E.,
Secs. 1 to 4, inclusive;
Sec. 5, N $\frac{1}{2}$, SE $\frac{1}{4}$;
Sec. 6, N $\frac{1}{2}$;
Sec. 8, NE $\frac{1}{4}$;
Sec. 9, N $\frac{1}{2}$, SE $\frac{1}{4}$;
Secs. 10 to 12, inclusive;
Secs. 14 and 15;
Sec. 16, E $\frac{1}{2}$.
- T. 39 N., R. 4 E.,
Sec. 7, NE $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 8, NW $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 12, S $\frac{1}{2}$;
Sec. 13, all;
Sec. 14, NE $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 16, NW $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 17 to 36, inclusive.

CALIFORNIA PROTRACTOR DIAGRAM No. 169

MOUNT DIABLO MERIDIAN, CALIFORNIA

- T. 41 N., R. 3 E.,
Secs. 1 to 17, inclusive;
Secs. 20 to 28, inclusive;
Secs. 34 to 36, inclusive.
- T. 42 N., R. 3 E.,
Secs. 1 to 36, inclusive.

CALIFORNIA PROTRACTOR DIAGRAM No. 170

MOUNT DIABLO MERIDIAN, CALIFORNIA

- T. 41 N., R. 5 E.,
Secs. 1 to 18, inclusive;
Sec. 19, N $\frac{1}{2}$, SE $\frac{1}{4}$;
Secs. 20 to 24, inclusive;
Sec. 25, N $\frac{1}{2}$;
Sec. 26, N $\frac{1}{2}$;
Sec. 27, N $\frac{1}{2}$;
Sec. 28, N $\frac{1}{2}$.

- T. 42 N., R. 6 E.,
Sec. 7, S $\frac{1}{2}$;
Sec. 8, NE $\frac{1}{4}$, S $\frac{1}{2}$;
Sec. 9, W $\frac{1}{2}$;
Sec. 16, W $\frac{1}{2}$;
Secs. 17 to 20, inclusive;
Sec. 21, W $\frac{1}{2}$;
Secs. 29 and 30;
Sec. 31, N $\frac{1}{2}$, SW $\frac{1}{4}$;
Sec. 32, N $\frac{1}{2}$.
- T. 42 N., R. 7 E.,
Sec. 25, S $\frac{1}{2}$;
Sec. 26, SE $\frac{1}{4}$;
Sec. 34, E $\frac{1}{2}$;
Secs. 35 and 36.

CALIFORNIA PROTRACTOR DIAGRAM No. 171

MOUNT DIABLO MERIDIAN, CALIFORNIA

- T. 43 N., R. 2 E.,
Sec. 13, NE $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 19 to 30, inclusive;
Sec. 31, N $\frac{1}{2}$, N $\frac{1}{2}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$;
Secs. 32 to 36, inclusive.
- T. 43 N., R. 3 E.,
Sec. 18, W $\frac{1}{2}$;
Sec. 18, W $\frac{1}{2}$;
Sec. 27, NW $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 28 to 33, inclusive;
Sec. 34, N $\frac{1}{2}$, SW $\frac{1}{4}$.
- T. 44 N., R. 3 E.,
Sec. 1, N $\frac{1}{2}$;
Sec. 2, N $\frac{1}{2}$;
Sec. 3, N $\frac{1}{2}$;
Sec. 4, NE $\frac{1}{4}$.
- T. 43 N., R. 4 E.,
Secs. 1 to 36, inclusive.

CALIFORNIA PROTRACTOR DIAGRAM No. 172

MOUNT DIABLO MERIDIAN, CALIFORNIA

- T. 44 N., R. 8 E.,
Secs. 1 to 36, inclusive.
- T. 45 N., R. 8 E.,
Sec. 4, W $\frac{1}{2}$;
Secs. 5 to 8, inclusive;
Sec. 9, W $\frac{1}{2}$;
Sec. 16, W $\frac{1}{2}$;
Secs. 17 to 20, inclusive;
Sec. 21, NW $\frac{1}{4}$;
Secs. 29 to 32, inclusive.

CALIFORNIA PROTRACTOR DIAGRAM No. 175

MOUNT DIABLO MERIDIAN, CALIFORNIA

- T. 27 N., R. 9 E.,
Sec. 4, NW $\frac{1}{4}$, S $\frac{1}{2}$;
Secs. 5 and 6;
Sec. 7, N $\frac{1}{2}$;
Sec. 8, N $\frac{1}{2}$;
Sec. 9, N $\frac{1}{2}$.
- T. 28 N., R. 13 E.,
Sec. 19, S $\frac{1}{2}$;
Sec. 20, SW $\frac{1}{4}$;
Sec. 29, NW $\frac{1}{4}$;
Sec. 30, N $\frac{1}{2}$.

JOHN E. CLUTE,
Chief,
Branch of Title and Records.

[F.R. Doc. 69-3310; Filed, Mar. 19, 1969;
8:45 a.m.]

IDAHO

Notice of Filing of Plat of Survey;
Filing Date Suspended

MARCH 13, 1969.

F.R. Doc. No. 69-1449, appearing on page 1734 of the issue for February 5, 1969, prescribed that certain plats of survey would be officially filed in the Land Office, Boise, Idaho, effective at 10 a.m. on March 14, 1969.

The official filing date, as to the following-described lands only, is herewith suspended until further notice:

BOISE MERIDIAN, IDAHO

- T. 1 N., R. 37 E.,
Sec. 10, lots 9 to 12, inclusive;
Sec. 15, lots 4 and 5;
Sec. 16, lots 8 to 11, inclusive.

ORVAL G. HADLEY,
Manager, Land Office.

[F.R. Doc. 69-3311; Filed, Mar. 19, 1969;
8:46 a.m.]

DEPARTMENT OF COMMERCE

Business and Defense Services
Administration

NATIONAL INSTITUTES OF HEALTH
ET AL.Notice of Applications for Duty-Free
Entry of Scientific Articles

The following are notices of the receipt of applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897). Interested persons may present their views with respect to the question of whether an instrument or apparatus of equivalent scientific value for the purposes for which the article is intended to be used is being manufactured in the United States. Such comments must be filed in triplicate with the Director, Scientific Instrument Evaluation Division, Business and Defense Services Administration, Washington, D.C. 20230, within 20 calendar days after date on which this notice of application is published in the FEDERAL REGISTER.

Regulations issued under cited Act, published in the February 4, 1967 issue of the FEDERAL REGISTER, prescribe the requirements applicable to comments.

A copy of each application is on file, and may be examined during ordinary Commerce Department business hours at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

A copy of each comment filed with the Director of the Scientific Instrument Evaluation Division must also be mailed or delivered to the applicant, or its authorized agent, if any, to whose application the comment pertains; and the comment filed with the Director must certify that such copy has been mailed or delivered to the applicant.

Docket No. 69-00430-33-46040. Applicant: National Institutes of Health (Dr. Korn), 9000 Rockville Pike, Bethesda, Md. 20014. Article: Electron microscope, Model Elmiskop 101. Manufacturer: Siemens AG, West Germany. Intended use of article: The article will be used for a variety of studies on cell membrane structure and biogenesis, phagocytosis, and proteins involved in cell movement. The cell type currently being intensively studied is the small soil amoeba, *Acanthamoeba castellanii*. Application received by Commissioner of Customs: February 18, 1969.

Docket No. 69-00431-01-77030. Applicant: Richmond College of the City University of New York, 130 Stuyvesant Place, Staten Island, N.Y. 10301. Article: Nuclear magnetic resonance spectrometer, Model JNM-MH-60 Minimar. Manufacturer: Japan Electron Optics Laboratory Co., Ltd., Japan. Intended use of article: The article will be used in an independent study program for advanced students. Research problems will involve the preparation and structure elucidation of organic compounds, which will include five- and six-membered ring systems, and polymeric systems. For example, one of the planned experiments involves the cationic polymerization of an olefinic hydrocarbon. This experiment will attempt to determine whether, in the course of polymerization, hydride shifts will occur from an isopropyl group to the carbonium ion center, located two or three carbons away from the isopropyl group. Application received by Commissioner of Customs: February 20, 1969.

Docket No. 69-00434-33-46500. Applicant: Johns Manville Fund Inc., 22 East 40th Street, New York, N.Y. 10016. Article: Ultramicrotome, LKB 8800A, Ultratome III. Manufacturer: LKB Produkter AB, Sweden. Intended use of article: The article will be used for high resolution electron microscopy and electron microprobe analysis. Prepared sections must be cut uniformly thick to allow for comparative histologic and particle examination. Application received by Commissioner of Customs: February 24, 1969.

Docket No. 69-00436-33-46040. Applicant: Texas Technological College, Lubbock, Tex. 79409. Article: Electron microscope, Model HU-11E-1. Manufacturer: Hitachi Ltd., Japan. Intended use of article: The article will be used in a training and research program to investigate cell fine structure. A variety of biological materials will be studied, for example, individual protein and polysaccharide molecules and cells of fungi and higher organisms. Application received by Commissioner of Customs: February 24, 1969.

Docket No. 69-00442-99-26000. Applicant: Wayne State University, Department of Psychology, 768 Mackenzie Hall, Detroit, Mich. 48202. Article: Basic two-channel electrical system. Manufacturer: AIM bioSciences, Ltd., U.K. Intended use of article: The article will be used for instructional purposes concerning experiments involving Weber's Law, Piper's Law, critical fusion frequency, phiphenomena, temporal masking, and many others. Application received by Commissioner of Customs: February 24, 1969.

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[F.R. Doc. 69-3301; Filed, Mar. 19, 1969; 8:45 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration ATARAXOID TABLETS

Drugs for Veterinary Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparation: Ataraxoid Tablets; contain 5.0 milligrams of prednisolone and 10 milligrams of hydroxyzine hydrochloride per tablet; marketed by Chas. Pfizer & Co., Inc., 235 East 42d Street, New York, N.Y. 10017.

The Academy concludes that this preparation is probably not effective since no documentation was provided to support the claims that this combination of drugs is effective as an anti-inflammatory agent for conditions complicated by apprehension, anxiety, and tension in cats and dogs. The Food and Drug Administration concurs with this evaluation.

This announcement is published (1) to inform the holders of new-drug applications of the findings of the Academy and of the Food and Drug Administration and (2) to inform all interested persons that such articles to be marketed must be the subject of approved new-drug applications and otherwise comply with all other requirements of the Federal Food, Drug, and Cosmetic Act.

Holders of the new-drug applications are provided 6 months from the date of publication of this announcement in the FEDERAL REGISTER to submit adequate documentation in support of the labeling used.

Written comments regarding this announcement, including requests for an informal conference, may be addressed to the Bureau of Veterinary Medicine, Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204.

The holder of the new-drug application for the drug listed above has been mailed a copy of the NAS-NRC report. Any manufacturer, packer, or distributor of a drug of similar composition and labeling to that drug or any other interested person may obtain a copy of the report by writing to the Food and Drug Administration, Press Relations Office, 200 C Street SW., Washington, D.C. 20204.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050-53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: March 13, 1969.

HERBERT L. LEY, JR.,
Commissioner of Food and Drugs.

[F.R. Doc. 69-3307; Filed, Mar. 19, 1969; 8:45 a.m.]

CORTABA

Drugs for Veterinary Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparation: Cortaba; contains 0.5 milligram of methylprednisolone and 300 milligrams of aspirin per tablet; marketed by The Upjohn Co., Kalamazoo, Mich. 49001.

The Academy concludes that this product is probably effective as an anti-inflammatory and analgesic in myositis, arthritis, ocular inflammations, otitis, dermatitis, and allergic conditions in dogs; however, no documentation was provided to substantiate the claim that it is advantageous to combine methylprednisolone with aspirin or any salicylate. The Food and Drug Administration concurs with the Academy's conclusions.

This announcement is published (1) to inform the holders of new-drug applications of the findings of the Academy and of the Food and Drug Administration and (2) to inform all interested persons that such articles to be marketed must be the subject of approved new-drug applications and otherwise comply with all other requirements of the Federal Food, Drug, and Cosmetic Act.

Holders of the new-drug applications are provided 6 months from the date of publication of this announcement in the FEDERAL REGISTER to submit adequate documentation in support of the labeling used.

Written comments regarding this announcement, including requests for an informal conference, may be addressed to the Bureau of Veterinary Medicine, Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204.

The holder of the new-drug application for the drug listed above has been mailed a copy of the NAS-NRC report. Any manufacturer, packer, or distributor of a drug of similar composition and labeling to that drug or any other interested person may obtain a copy of the report by writing to the Food and Drug Administration, Press Relations Office, 200 C Street SW., Washington, D.C. 20204.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050-53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: March 13, 1969.

HERBERT L. LEY, JR.,
Commissioner of Food and Drugs.

[F.R. Doc. 69-3308; Filed, Mar. 19, 1969; 8:45 a.m.]

DIODOHYDROXYQUIN**Drugs for Veterinary Use; Drug Efficacy Study Implementation**

The Food and Drug Administration has evaluated reports received from the National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparations marketed by Abbott Laboratories, North Chicago, Ill. 60064:

1. Dioleen Suspension, contains 4.5 percent weight-to-weight (5 percent weight-to-volume) of diiodohydroxyquin.

2. Dioleen Cream, contains 5 percent weight-to-weight diiodohydroxyquin.

The Academy evaluated diiodohydroxyquin as probably effective for removing scale and sebum in seborrhea. It effectively cleans the hair, but excessive claims are made for the drug. Labeling should be revised to modify the claims. The Food and Drug Administration concurs with the Academy's evaluation.

This announcement is published (1) to inform the holders of new-drug applications of the findings of the Academy and of the Food and Drug Administration and (2) to inform all interested persons that such articles to be marketed must be the subject of approved new-drug applications and otherwise comply with all other requirements of the Federal Food, Drug, and Cosmetic Act.

Holders of the new-drug applications are provided 6 months from the date of publication of this announcement in the FEDERAL REGISTER to submit adequate documentation in support of the labeling used.

Written comments regarding this announcement, including requests for an informal conference, may be addressed to the Bureau of Veterinary Medicine, Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204.

The holder of the new-drug applications for the drugs listed above has been mailed a copy of the NAS-NRC report. Any manufacturer, packer, or distributor of a drug of similar composition and labeling to these drugs or any other interested person may obtain a copy of the report by writing to the Food and Drug Administration, Press Relations Office, 200 C Street SW., Washington, D.C. 20204.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050-53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: March 13, 1969.

HERBERT L. LEY, Jr.,
Commissioner of Food and Drugs.

[F.R. Doc. 69-3309; Filed, Mar. 19, 1969; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Dockets Nos. 20294, 20430; Order 69-3-54]

MOHAWK AIRLINES, INC., AND ALLEGHENY AIRLINES, INC.**Application for Amendment of Its Certificate of Public Convenience and Necessity**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 17th day of March 1969.

On September 26, 1968, Mohawk Airlines, Inc., filed an application for amendment of its certificate of public convenience and necessity for route 94 to modify conditions 4(a) and 4(b)¹ to authorize without subsidy eligibility non-stop service between Hartford and Cleveland and one-stop service between Boston and Cleveland. Boston, Hartford, and Cleveland are all points on segment 5. The carrier requests that the Board process the application pursuant to the procedures set forth in Subpart M of Part 302 of the Board's procedural regulations.²

American and United, the incumbent carriers in the markets, filed answers in opposition in which they urge that the application be denied or, in the event it is not denied, that it be set for hearing. Mohawk filed a reply to American's and United's answers.

Allegheny filed an answer in which it supports consideration of the need for competitive nonstop service in the Hartford-Cleveland market and moved to consolidate its application for subsidy-ineligible Hartford-Cleveland nonstop authority in Docket 20430.³ Answers in opposition to Allegheny's motion to consolidate were filed by American, United and Mohawk. Allegheny filed a consolidated reply.

Upon consideration of the pleadings and all the relevant facts, we find that there is a sufficient basis for setting Mohawk's application for hearing pursuant to the procedures of Subpart M. We will also grant Allegheny's motion to consolidate.

Accordingly, it is ordered:

1. That the application of Mohawk Airlines, Inc., Docket 20294, be and it hereby is set for hearing before an examiner of the Board at a time and place to be designated hereafter; and

2. That the motion to consolidate the application of Allegheny Airlines, Inc., Docket 20430, be and it hereby is granted.

¹ Condition 4(a) requires service to a minimum of two intermediate points between Boston and Cleveland; condition 4(b) requires service to at least one intermediate point between Hartford and Cleveland.

² The Board did not act to summarily dismiss the application within the 10-day period set forth in § 302.1305(a). The provisions of Subpart M therefore become applicable automatically.

³ Allegheny's application requests modification of condition 4(b) on its route 97 to eliminate the intermediate stop requirement between Hartford and Cleveland.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-3336; Filed, Mar. 19, 1969; 8:48 a.m.]

FEDERAL MARITIME COMMISSION

[Independent Ocean Freight Forwarder License No. 1182]

AZIOS INTERNATIONAL FORWARDING CO.**Order of Revocation**

On February 4, 1969, The Travelers Indemnity Co. notified the Commission that the Independent Ocean Freight Forwarder Surety Bond No. 1491059, underwritten in behalf of J. B. Azios d.b.a. Azios International Forwarding Co., Post Office Box 60332, Houston, Tex. 77060, would be canceled effective March 7, 1969.

Azios International Forwarding Co. was notified that unless a new surety bond was submitted to the Commission, its Independent Ocean Freight Forwarder License No. 1182 would be canceled effective March 7, 1969, pursuant to General Order 4, Amendment 12 (CFR 510.9).

Azios International Forwarding Co. has failed to submit a valid surety bond in compliance with the above rule.

It is ordered, That the Independent Ocean Freight Forwarder License No. 1182 is revoked effective March 7, 1969; and

It is further ordered, That the Independent Ocean Freight Forwarder License No. 1182 be returned to the Commission for cancellation.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served on the licensee.

LEROY F. FULLER,
Director.

Bureau of Domestic Regulation.

[F.R. Doc. 69-3332; Filed, Mar. 19, 1969; 8:47 a.m.]

[Independent Ocean Freight Forwarder License No. 298]

COLONY SHIPPING CO., INC.**Order of Revocation**

The Federal Maritime Commission has been advised that Colony Shipping Co., Inc., 75 West Street, New York, N.Y., sold its name and good will to Fabius & Co., Inc., FMC License No. 270, on March 18, 1968, and is no longer carrying on the business of forwarding.

By virtue of authority vested in me by the Federal Maritime Commission as set forth in Manual of Orders, Commission Order 201.1, Section 6.03,

It is ordered, That the Independent Ocean Freight Forwarder License No. 298 of Colony Shipping Co., Inc., be and

is hereby revoked effective March 18, 1968.

It is further ordered, That the Independent Ocean Freight Forwarder License No. 298 be returned to the Commission for cancellation.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served upon the licensee.

LEROY F. FULLER,
Director,
Bureau of Domestic Regulation.

[F.R. Doc. 69-3333; Filed, Mar. 19, 1969;
8:47 a.m.]

[Independent Ocean Freight Forwarder
License No. 388]

L. A. FERM CO., INC.

Order of Revocation

The Federal Maritime Commission has been advised that L. A. Ferm Co., Inc., 44 Whitehall Street, New York, N.Y. 10004, sold its name and good will to Fabius & Co., Inc., FMC License No. 270, on December 2, 1968, and is no longer carrying on the business of forwarding.

By virtue of authority vested in me by the Federal Maritime Commission as set forth in Manual of Orders, Commission Order 201.1, Section 6.03,

It is ordered, That the Independent Ocean Freight Forwarder License No. 388 of L. A. Ferm Co., Inc., be and is hereby revoked effective December 2, 1968.

It is further ordered, That the Independent Ocean Freight Forwarder License No. 388 be returned to the Commission for cancellation.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served upon the licensee.

LEROY F. FULLER,
Director,
Bureau of Domestic Regulation.

[F.R. Doc. 69-3334; Filed, Mar. 19, 1969;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP69-235]

CONSOLIDATED GAS SUPPLY CORP.

Notice of Application

MARCH 13, 1969.

Take notice that on March 7, 1969, Consolidated Gas Supply Corp. (Applicant), 445 West Main Street, Clarksburg, W. Va. 26301, filed in Docket No. CP69-235 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale of natural gas in interstate commerce, all as more fully set forth in the application on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization for the sale to Texas Gas Transmission Corp. (Texas Gas) of its interest in the natural gas to be produced from Block 272 and 292 Fields, Eugene Island

Area, Offshore Zone Four, Louisiana, pursuant to the terms of a contract dated October 14, 1968. Applicant states that the proposed sale will be made at a total price (including all adjustments and tax reimbursements) of 20 cents per Mcf at 15.025 p.s.i.a., or the applicable area ceiling rate prescribed or approved by the FPC, whichever is higher. Applicant estimates initial deliveries at approximately 4,800,000 Mcf per month; Applicant's share is 25 percent of the total deliveries.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before April 11, 1969.

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

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

GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-3305; Filed, Mar. 19, 1968;
8:45 a.m.]

OFFICE OF EMERGENCY PREPAREDNESS

FRONTIER REFINING CO.

Notice of Termination of Participation in the Voluntary Agreement Relating to Foreign Petroleum Supply

Pursuant to section 708 of the Defense Production Act of 1950, as amended, notice is hereby given that participation by the Frontier Refining Co., 4040 East Louisiana Avenue, Denver, Colo. 80222, in the voluntary agreement entitled, "Voluntary Agreement Relating to Foreign Petroleum Supply," dated May 8, 1956, has been terminated. The list of companies participating in that agreement was published in 32 F.R. 11296, August 3, 1967, and a substitute participant was listed in a notice published in 33 F.R. 3657, March 1, 1968.

(Sec. 708, 64 Stat. 818, as amended; 50 U.S.C. App. 2158; Executive Order 10480, Aug. 14, 1953, as amended; Reorganization Plan No. 1 of 1958, as amended; Executive Order No. 11051, Sept. 27, 1962, as amended)

Dated: March 14, 1969.

G. A. LINCOLN,
Director,
Office of Emergency Preparedness.
[F.R. Doc. 69-3315; Filed, Mar. 19, 1969;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3909]

BSF CO.

Order Suspending Trading

MARCH 14, 1969.

The capital stock (66 $\frac{2}{3}$ cents par value) and the 5 $\frac{3}{4}$ percent convertible subordinated debentures due 1969 of BSF Co. being listed and registered on the American Stock Exchange, and such capital stock being listed and registered on the Philadelphia-Baltimore-Washington Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934; and all other securities of BSF Co. being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchanges and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15(c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in the said capital stock on such exchanges and in the debentures on the American Stock Exchange, and trading otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 16, 1969, through March 25, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 69-3316; Filed, Mar. 19, 1969;
8:46 a.m.]

DYNA RAY CORP.

Order Suspending Trading

MARCH 14, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Dyna Ray Corp., New York, N.Y., and all other securities of Dyna Ray Corp. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March

17, 1969, through March 26, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3317; Filed, Mar. 19, 1969;
8:46 a.m.]

CAPITOL HOLDING CORP.

Order Suspending Trading

MARCH 14, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading otherwise than on a national securities exchange in the common stock and all other securities of Capitol Holding Corp. is required in the public interest and for the protection of investors;

It is ordered. Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 16, 1969, through March 25, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3318; Filed, Mar. 19, 1969;
8:46 a.m.]

[File No. 1-2250]

COMSTOCK-KEYSTONE MINING CO.

Order Suspending Trading

MARCH 14, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock and all other securities of Comstock-Keystone Mining Co., n/k/a Memory Magnetics International, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 17, 1969, through March 26, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3319; Filed, Mar. 19, 1969;
8:46 a.m.]

[File No. 1-3468]

MOUNTAIN STATES DEVELOPMENT CO.

Order Suspending Trading

MARCH 14, 1969.

The common stock, 1 cent par value, of Mountain States Development Co., be-

ing listed and registered on the Salt Lake Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of Mountain States Development Co., being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered. Pursuant to sections 15(c) (5) and 19(a) (4) of the Securities Exchange Act of 1934, that trading in such securities on the Salt Lake Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 16, 1969, through March 25, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3320; Filed, Mar. 19, 1969;
8:46 a.m.]

TELSTAR, INC.

Order Suspending Trading

MARCH 14, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock and all other securities of Telstar, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered. Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 16, 1969, through March 25, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3321; Filed, Mar. 19, 1969;
8:47 a.m.]

TEXAS URANIUM CORP.

Order Suspending Trading

MARCH 14, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Texas Uranium Corp., Salt Lake City, Utah, being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered. Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period

March 15, 1969, through March 24, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3322; Filed, Mar. 19, 1969;
8:47 a.m.]

TOP NOTCH URANIUM AND MINING CORP.

Order Suspending Trading

MARCH 13, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Top Notch Uranium and Mining Corp. and all other securities of Top Notch Uranium and Mining Corp. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered. Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 14, 1969, through March 23, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3323; Filed, Mar. 19, 1969;
8:47 a.m.]

UNITED AUSTRALIAN OIL, INC.

Order Suspending Trading

MARCH 14, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of United Australian Oil, Inc., Dallas, Tex., and all other securities of United Australian Oil, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered. Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period March 17, 1969, through March 26, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3324; Filed, Mar. 19, 1969;
8:47 a.m.]

[70-4724]

MASSACHUSETTS ELECTRIC CO.

Notice of Proposed Issue and Sale of First Mortgage Bonds at Competitive Bidding

MARCH 14, 1969.

Notice is hereby given that Massachusetts Electric Co. ("Mass Electric"),

441 Stuart Street, Boston, Mass. 02116, an electric utility subsidiary company of New England Electric System ("NEES"), a registered holding company, has filed an application-declaration, with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(b), 9(a), 10, and 12 of the Act and Rules 42 and 50 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the application-declaration, which is summarized below, for a complete statement of the proposed transactions.

Mass Electric proposes to issue and sell \$15 million aggregate principal amount of its first mortgage bonds, Series K, ----- percent due May 1, 1999. Such bonds will be sold pursuant to the competitive bidding requirements of Rule 50 and the interest rate (which shall be a multiple of one-eighth of 1 percent) and the price to be paid to Mass Electric (which shall be not less than 100 percent nor more than 102.75 percent of the principal amount thereof) will be determined by the competitive bidding. The bonds will be issued under the first mortgage indenture and deed of trust dated as of July 1, 1949, between Mass Electric and State Street Bank & Trust Co., trustee, as heretofore supplemented and amended and as to be further supplemented by a supplemental indenture to be dated as of May 1, 1969.

The proceeds from the sale of the bonds will be applied towards the payment of \$23,700,000 of outstanding short-term promissory notes evidencing borrowings made for capitalizable construction expenditures or to reimburse the treasury therefor.

The application-declaration states that the Massachusetts Department of Public Utilities has jurisdiction over the issue and sale of the bonds, and that an appropriate order will be obtained from that Commission and copies thereof will be filed herein by amendment. No other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions. The fees and expenses to be paid by Mass Electric are estimated at \$69,000, including legal fees of \$16,000. The fees of counsel for the underwriters are to be paid by the successful bidders and will be supplied by amendment.

Notice is further given that any interested person may, not later than April 4, 1969, request in writing that a hearing be held in respect of such matters, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by the application-declaration which he desires to controvert; or he may request that he be notified should the Commission order a hearing in respect thereof. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the applicant-declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney

at law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as filed or as it may be amended, may be granted and permitted to become effective, as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof, or take such other action as it may deem appropriate. Persons who request a hearing or advise as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3327; Filed, Mar. 19, 1969;
8:47 a.m.]

[70-4729]

POTOMAC EDISON CO.

Notice of Proposed Issue and Sale of Principal Amount of First Mortgage Bonds at Competitive Bidding

MARCH 14, 1969.

Notice is hereby given that The Potomac Edison Co. ("Potomac"), Downsville Pike, Hagerstown, Md. 21740, a registered holding company and an electric utility subsidiary company of Allegheny Power System, Inc., also a registered holding company, has filed a declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a) and 7 thereof and Rule 50 promulgated thereunder as applicable to the proposed transaction. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transaction.

Potomac proposes to issue and sell, subject to the competitive bidding requirements of Rule 50 under the Act, \$15 million principal amount of its first mortgage and collateral trust bonds ----- percent series due 1999. The interest rate of the bonds (which will be a multiple of one-eighth of 1 percent) and the price, exclusive of accrued interest, to be paid to Potomac (which will be not less than 100 percent nor more than 102¾ percent of the principal amount thereof) will be determined by the competitive bidding. The bonds will be issued under an indenture dated as of October 1, 1944, between Potomac and Chemical Bank, as trustee, as supplemented and as to be supplemented by a supplemental indenture to be dated as of May 1, 1969.

The net proceeds from the sale of the bonds will be used to provide for expenditures in connection with the construction program of Potomac and its subsidiary companies, including payment of \$8 million of short-term bank loans incurred therefore. Construction expenditure for the 3 years 1969, 1970, and

1971 are estimated to be \$50 million, \$43 million and \$50 million, respectively.

The issue and sale of the bonds by Potomac require prior authorization of the Maryland Public Service Commission. The declaration states that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transaction. It is further stated that the fees and expenses to be incurred by Potomac in connection with the proposed issue and sale of its bonds are estimated at an aggregate of \$61,000, including \$16,800 in Maryland taxes and fees, \$3,400 in accountant's fees, and \$10,000 in legal fees. Fees of counsel for the underwriters, estimated to be \$10,000, are to be paid by the successful bidders.

Notice is further given that any interested person may, not later than April 4, 1969, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified should the Commission order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advise as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-3328; Filed, Mar. 19, 1969;
8:47 a.m.]

[812-2418]

MUNICIPAL INVESTMENT TRUST FUND (SERIES N AND SUBSEQUENT SERIES)

Notice of Filing of Application for Order of Exemption

MARCH 14, 1969.

Notice is hereby given that Municipal Investment Trust Fund ("Applicant") 55 Broad Street, New York, N.Y., a unit investment trust registered under the Investment Company Act of 1940 ("Act"), has filed an application pursuant to section 6(c) of the Act for an

order of the Commission exempting Applicant from compliance with the provisions of section 14(a) of the Act. All interested persons are referred to the application on file with the Commission for a statement of the representations therein, which are summarized below.

Applicant includes Series N and all subsequent series named "Municipal Investment Trust Fund." Each series will be governed by a trust agreement under which Goodbody & Co., Bache & Co., and Walston & Co., Inc., will act as sponsors and the United States Trust Company of New York as trustee. The trust agreement for each series will contain "Standard Terms and Conditions of Trust" common to all series. Pursuant to each such trust agreement, the sponsors will deposit with the trustee between \$4 million and \$6 million principal amount of bonds for each series which the sponsors shall have accumulated for such purpose and simultaneously with such deposit will receive from the trustee registered certificates for between 4,000 and 6,000 units which will represent the entire ownership of a series. Applicant proposes to offer such units for sale to the public and for this purpose a registration statement under the Securities Act of 1933 has been filed which has not yet become effective. The trust agreement does not provide for the issuance of additional units. The proceeds of bonds which may be sold, redeemed or which mature will be distributed to unit holders.

Units in each series will remain outstanding until redeemed or until the termination of the trust agreement, which may be terminated by 100 percent agreement of the unit holders of the particular series, or, in the event that the value of the bonds shall fall below 40 percent of the principal amount of that series, upon direction of the sponsors to the trustee. In connection with the requested exemption, the sponsors have agreed to refund the sales load to purchasers of units, if within 90 days after the registration of a series under the Securities Act becomes effective, the net worth of that series shall be reduced to less than \$100,000 or if the series is terminated. The sponsors will instruct the trustee on the date the bonds are deposited that if the series shall at any time have a net worth of less than 40 percent of the principal amount of bonds in the series, as a result of redemption by the sponsors of units constituting a part of the unsold units, the trustee shall terminate the series in the manner provided in the trust agreement and distribute any bonds or other assets deposited with the trustee pursuant to the trust agreement as provided therein. The sponsors have agreed to refund any sales load to any purchaser of units purchased from the sponsors or any participating dealer on demand and without any deduction in the event of such termination. In addition, it is the sponsors' intention to maintain a market for the units of each series

and continually to offer to purchase such units at prices in excess of the redemption price as set forth in the trust agreement, although the sponsors are not obligated to do so.

Section 14(a) of the Act requires that a registered investment company (a) have a net worth of at least \$100,000 prior to making a public offering of its securities, (b) have previously made a public offering and at that time have had a net worth of \$100,000, or (c) have made arrangements for at least \$100,000 to be paid in by 25 or fewer persons before acceptance of public subscriptions.

Section 6(c) of the Act provides, among other things, that the Commission, by order upon application, may conditionally or unconditionally exempt any person from any provision or provisions of the Act or of any rule or regulation thereunder, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than April 1, 1969, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing, or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBois,
Secretary.

[F.R. Doc. 69-3329; Filed, Mar. 19, 1969;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 1278]

MOTOR CARRIER, BROKER, WATER CARRIER, AND FREIGHT FOR- WARDER APPLICATIONS

MARCH 14, 1969.

The following applications are governed by Special Rule 1.247¹ of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. 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 § 1.247(d) (3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall 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 one copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of § 1.247(d) (4) of the special rules, and shall include the certification required therein.

Section 1.247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Com-

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

mission's General Policy Statement Concerning Motor Carrier Licensing Procedures, published in the **FEDERAL REGISTER** issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record.

The publications hereinafter set forth reflect the scope of the applications as filed by applicants, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

No. MC 3560 (Sub-No. 38), filed February 24, 1969. Applicant: **GENERAL EXPRESSWAYS, INC.**, 1205 South Platte River Drive, Denver, Colo. 80223. Applicant's representative: William E. Kenworth (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Explosives, blasting materials, agents, and supplies*; (1) between points and over the regular routes which applicant is certificated for the transportation of general commodities (except explosives) in Docket No. MC 3560 and all effective sub numbers thereto wherein applicant is authorized to operate in the States of Iowa, Illinois, Indiana, Missouri, Wisconsin, Ohio, New York, Pennsylvania, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Maryland, and the District of Columbia, and subject to all route restrictions, if any, as otherwise specified in said certificates; and (2) serving points not on its regular routes in Iowa, Illinois, Indiana, Missouri, Wisconsin, Ohio, New York, Pennsylvania, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Maryland, and the District of Columbia, as off-route points in connection with applicant's regular route operations. **NOTE:** Applicant states the application of Navajo Freight Lines, Inc., being filed simultaneously, will to some extent duplicate the routes as sought in the States of Illinois and Indiana. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Denver, Colo.

No. MC 4405 (Sub-No. 463), filed February 10, 1969. Applicant: **DEALERS TRANSIT, INC.**, 7701 South Lawndale Avenue, Chicago, Ill. 60652. Applicant's representative: James W. Wrape, 211 Sterick Building, Memphis, Tenn. 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Conveyors*, mounted on self-propelled vehicles, from Salinas, Calif., to points in the United States (except Alaska and Hawaii). **NOTE:** Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 6078 (Sub-No. 65), filed February 26, 1969. Applicant: **D. F. BAST, INC.**, Post Office Box 2288, Allentown, Pa. 18001. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles*, from the plant or warehouse sites of Continental Steel Corp., located in Howard County, Ind., to points in the United States on and east of U.S. Highway 85 between the United States-Canadian and the United States-Mexican borders; and (2) *materials, equipment, and supplies*, used in the manufacture and processing of iron and steel articles, on return, restricted to traffic originating at or destined to the named origins and destinations in (1) and (2) above, and further restricted against the transportation of commodities in bulk. **NOTE:** Applicant states that it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 8468 (Sub-No. 2), filed January 23, 1969. Applicant: **SCOBEY MOVING & STORAGE COMPANY**, a corporation, 315 North Medina, San Antonio, Tex. 78207. Applicant's representative: W. Scott Clark, Fort Worth Club Building, Fort Worth, Tex. 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods* as defined by the Commission, with prior or subsequent containerized shipment in interstate commerce by freight forwarder, between San Antonio, Tex., and points within 25 miles thereof. **NOTE:** Common control may be involved. Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Fort Worth or San Antonio, Tex.

No. MC 14252 (Sub-No. 23), filed February 27, 1969. Applicant: **COMMERCIAL MOTOR FREIGHT, INC.**, 3400 Refugee Road, Columbus, Ohio 43227. Applicant's representative: R. L. Ratchford (same address 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, and those requiring special equipment), serving the plantsite of Special Products Facility, Huntington Alloy Products Division, The International Nickel Co., Inc., Burnaugh, Ky. (located 11 miles south of Catlettsburg, Ky., and 15 miles north of Louisa, Ky., on Route U.S. Highway 23), as an off-route point in connection with applicant's authorized regular-route operations to and from Catlettsburg, Ky., and Huntington, W. Va. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 15945 (Sub-No. 9), filed February 17, 1969. Applicant: **BRINGWALD**

TRANSFER, INC., Vincennes, Ind. Applicant's representative: W. L. Jordan, 205 Merchants Savings Building, Terre Haute, Ind. 47801. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *General commodities* (except those of unusual value, livestock, 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 the Ford Motor Co. plantsite located at the intersection of Westport Road and Murphy Lane near Louisville, Ky., on the one hand, and, on the other, Vincennes, Evansville, Bedford, New Albany, Princeton, Shoals, Sullivan, Jasper, and Terre Haute, Ind.; and (2) *iron and steel articles* as described in appendix V in *Description of Motor Carrier Certificate* 61 M.C.C. 209, between Alton, Ill., and Washington, Ind. **NOTE:** Applicant indicates tacking the proposed authority with its existing authority, wherein applicant is authorized to serve points in Illinois, Indiana, Kentucky, Missouri, and Ohio. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or St. Louis, Mo.

No. MC 19227 (Sub-No. 132), filed February 6, 1969. Applicant: **LEONARD BROS. TRUCKING CO., INC.**, 2595 Northwest 20th Street, Miami, Fla. 33142. Applicant's representative: J. Fred Dewhurst (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities* which require the use of special equipment or special handling by reason of size or weight; and (2) *ordnance equipment, materials and supplies, and quartermaster supplies* (except household goods and commodities in bulk); (a) between military installations or Defense Department establishments in the United States (except Hawaii and Alaska); and (b) between points in (a) above, on the one hand, and, on the other, points in the United States (except Hawaii and Alaska). **NOTE:** Common control may be involved. Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. Applicant further states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Miami, Fla.

No. MC 29566 (Sub-No. 131) (Amendment), filed January 2, 1969, published in the **FEDERAL REGISTER** issue of January 24, 1969, and republished, as amended this issue. Applicant: **SOUTHWEST FREIGHT LINES, INC.**, 1400 Kansas Avenue, Kansas City, Kans. 66105. Applicant's representative: Vernon M. Masters (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, 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); and (2) *foodstuffs*, when in mixed loads with meats, meat products, meat byproducts, and articles distributed by meat packinghouses, from Austin, Minn., to points in Kansas and Missouri, restricted to traffic originating at the plantsite and/or warehouse facilities of Geo. A. Hormel & Co., Austin, Minn., destined to points in Kansas and Missouri. NOTE: The purpose of this republication is to add an additional commodity as shown in (2) above. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 30319 (Sub-No. 135), filed February 4, 1969. Applicant: SOUTHERN PACIFIC TRANSPORT COMPANY, a corporation, 733 Poydras Street, Post Office Box 6187, Dallas, Tex. 75222. Applicant's representative: M. D. Sampels, 2520 Republic National Bank Tower, Dallas, Tex. 75201. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except household goods as defined by the Commission, commodities in bulk and those requiring special equipment), (1) between Moscow, Tex., and Camden, Tex., over Farm-to-Market Road 62 to Camden, Tex., and return over the same route, serving no intermediate points and (2) between Camden, Tex., and Corrigan, Tex., over Farm-to-Market Road 942 to Corrigan, Tex., and return over the same route, serving no intermediate points. NOTE: Applicant proposes to coordinate the foregoing routes by tacking at common points, so as to be able to (1) provide a single-line service between any and all of the points which applicant serves, and (2) coordinate its services with other motor carriers, so as to offer the public joint through routing and rates. Common control may be involved. Applicant states that the authority sought in the instant application, if granted, will not duplicate any authority now held by applicant in its certificate in MC 30319. Applicant further states that it is agreeable to the following restriction to authority granted in this proceeding: "The authority granted herein to the extent that it duplicates any authority heretofore granted to or now held by carrier shall not be construed as conferring more than one operating right". If a hearing is deemed necessary, applicant requests it be held at Dallas or Houston, Tex.

No. MC 31389 (Sub-No. 106), filed February 27, 1969. Applicant: MCLEAN TRUCKING COMPANY, a corporation, 617 Waughtown Street, Post Office Box 213, Winston-Salem, N.C. 27102. Applicant's representative: James W. Lawson, 1000 16th Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite of The International Nickel

Co., Inc., Huntington Alloy Products Division, located approximately 11 miles south of Catlettsburg, Ky. and approximately 15 miles north of Louisa, Ky., on U.S. Highway 23, at or near Burnaugh, Ky., as an off-route point in connection with applicant's presently authorized operations. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 31389 (Sub-No. 107), filed February 27, 1969. Applicant: MCLEAN TRUCKING COMPANY, a corporation, 617 Waughtown Street, Post Office Box 213, Winston-Salem, N.C. 27102. Applicant's representative: James W. Lawson, 1000 16th Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite of the Montgomery Elevator Co., near the intersection of U.S. Highway 6 and Interstate Highway 80 near Green Rock, Ill., as an off-route point in connection with applicant's presently authorized operations to and from points in the Davenport-Rock Island and Moline commercial zone. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 31600 (Sub-No. 640), filed February 20, 1969. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass. 02154. Applicant's representative: Harry C. Ames, Jr., 529 Transportation Building, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Pedricktown, N.J., to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Mississippi, Missouri, Maine, Maryland, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin. NOTE: Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 33118 (Sub-No. 2), filed February 24, 1969. Applicant: FILLIUS X-PRESS SERVICE, Post Office Box 407, Mount Holly, N.J. 08060. Applicant's representative: John W. Frame, Box 626, 2207 Old Gettysburg Road, Camp Hill, Pa. 17011. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cloth, dry goods or fabrics, including textiles or textile products, rugs, rug pads, mats or matting, yarns, and materials and supplies* used in connection with the manufacture of the above described articles, including the return of unused or rejected materials, and, (2) *copper articles*,

from Mount Holly, N.J., to points in Delaware, New Jersey, and those in Pennsylvania on and east of U.S. Highway 15, having a prior movement in interstate commerce by air, rail, or motor carrier. NOTE: Applicant states it would tack at Mount Holly, N.J., with its presently held authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 42487 (Sub-No. 710), filed February 27, 1969. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. 94025. Applicant's representative: James R. Hagan (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, including classes A and B explosives, but not including commodities of unusual value, livestock, household goods, commodities in bulk, and commodities requiring special equipment, (1) between Houston and Texas City, Tex., over Interstate Highway 45 (previously U.S. Highway 75) serving all intermediate points and also the commercial zone of Texas City, Tex., and return over the same route, (2) serving Austin, Tex., including the commercial zone thereof, as an intermediate point on applicant's routes between Dallas and San Antonio, Tex., over U.S. Highway 80 from Dallas to Fort Worth, Tex., thence over U.S. Highway 81 from Fort Worth to San Antonio, Tex., and also as an intermediate point on applicant's routes between Houston and San Antonio, Tex., over U.S. Highway 290 from Houston to Austin, Tex., thence over U.S. Highway 183 from Austin to Luling, Tex., and thence over U.S. Highway 90 from Luling to San Antonio, Tex., and return over the same routes and (3) between Houston, Tex., and St. Louis, Mo., over U.S. Highway 59 between Houston, Tex., and Texarkana, Tex.-Ark., and over U.S. Highway 67 between Texarkana, Tex.-Ark., and St. Louis, Mo., as an alternate route for operating convenience only serving no intermediate points. NOTE: Applicant states these routes are a part of certain routes that were held by Southern-Plaza Express, Inc., which were canceled by the Commission as a condition of approval of the acquisition of Southern-Plaza by applicant. Applicant intends to tack these routes with all other routes obtained in the acquisition of Southern-Plaza Express, Inc., and with all other routes held by applicant so as to provide single and joint service to and from Austin and Texas City, Tex. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Houston or Austin, Tex.

No. MC 43683 (Sub-No. 27), filed February 24, 1969. Applicant: BAKER DRIVEAWAY COMPANY, INC., 3999 East South Boulevard, Bloomfield Hills, Mich. 48013. Applicant's representative: S. S. Eisen, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting:

Automobiles, trucks, and buses, as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, 766, and *parts thereof* moving therewith, in secondary movements, in truckaway and drive-away services, (1) from Dixiana (Lexington County), S.C., to points in Georgia; and (2) from points in Delaware to points in Delaware, Maryland, Virginia, Pennsylvania, New Jersey, New York, West Virginia, and the District of Columbia, restricted to traffic originating at plants of Chrysler Corp. and having a prior movement by rail. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., or Washington, D.C.

No. MC 52743 (Sub-No. 19), filed February 19, 1969. Applicant: MIAMI TRANSPORTATION COMPANY, INC., OF INDIANA, 1220 Harrison Avenue, Cincinnati, Ohio 45214. Applicant's representative: Taylor C. Burneson, 88 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment), serving the plantsite of The International Nickel Co., Inc., Huntington Alloy Products Division, located in Boyd County, Ky., on U.S. Highway 23 (approximately 11 miles south of Catlettsburg, Ky.), as an off-route point in connection with carrier's authorized regular-route operations to and from Ashland and Catlettsburg, Ky. and Huntington, W. Va. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 59680 (Sub-No. 169), filed February 24, 1969. Applicant: STRICKLAND TRANSPORTATION CO., INC., 3011 Gulden Avenue, Post Office Box 5689, Dallas, Tex. 75222. Applicant's representative: Oscar P. Peck (same address 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, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment) serving Chalfont, Bucks County, Pa., as intermediate and off-route points in connection with applicant's authorized regular route operations to and from Philadelphia, Pa. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 65626 (Sub-No. 22), filed February 19, 1969. Applicant: FREDONIA EXPRESS, INC., Post Office Box 222, 316 Eagle Street, Fredonia, N.Y. Applicant's representative: E. Stephen Helsley, 529 Transportation Building, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Food and foodstuffs*

(except in bulk), from the plantsites of and/or warehouse facilities utilized by Welch Foods, Inc., at or near North East, Pa., and Westfield, N.Y., to points in Connecticut, Delaware, Maine, New York, Maryland, Massachusetts, New Hampshire, New Jersey, Pennsylvania, Rhode Island, Vermont, West Virginia, Virginia, and the District of Columbia; and (2) *materials and supplies* used in the operation of a food processing plant on return. **NOTE:** Applicant states that it intends to tack with its present authority in MC 65626 and subs thereunder. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 67361 (Sub-No. 4), filed February 24, 1969. Applicant: GENERAL ROAD TRUCKING CORPORATION, 99 Mauran Avenue, East Providence, R.I. 02914. Applicant's representative: Frank J. Weiner, Investors Building, 536 Granite Street, Braintree, Mass. 02184. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coke*, in bulk, in dump vehicles, from Upton, Mass., to points in Connecticut, Massachusetts, New Hampshire, Rhode Island, and Vermont. **NOTE:** Applicant states although not intended, there is a possibility of tacking at Providence, R.I., if the application is granted. If a hearing is deemed necessary, applicant requests it be held at Providence, R.I., or Boston, Mass.

No. MC 74846 (Sub-No. 60), filed February 24, 1969. Applicant: LEWIS G. JOHNSON, INC., Port Gibson, N.Y. 14537. Applicant's representative: Raymond A. Richards, 23 West Main Street, Webster, N.Y. 14580. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except frozen foods and commodities in bulk) and *such incidental materials and supplies* as are used in the distribution and sale of such foodstuffs, including incidental nursery accessories, from points in Genesee, Livingston, Monroe, Onondaga, Ontario, Orleans, Seneca, Wayne, and Yates Counties, N.Y. (except canned fruits and vegetables, from Newark, N.Y., to Boston, Mass.), to points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 75320 (Sub-No. 143), filed February 3, 1969. Applicant: CAMPBELL SIXTH-SIX EXPRESS, INC., Post Office Box 807, Springfield, Mo. 65801. Applicant's representative: P. E. Adams (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, commodities in bulk, those of unusual value, household goods as defined by the Commission, and commodities requiring special equipment); (1) between Pryor, Okla., and Tishomingo, Okla.: From Pryor over U.S.

Highway 69 to Junction of Oklahoma Highway 7, thence over Oklahoma Highway 7 to Junction with Oklahoma Highway 99, thence over Oklahoma Highway 99 to Tishomingo and return over the same route, as an alternate route only and serving the Junction of U.S. Highway 69 and U.S. Highway 266 or Interstate Highway 40 for purpose of joinder only; and (2) between Tulsa, Okla., and Durant, Okla.: From Tulsa over U.S. Highway 75 to Durant and return over the same route, as an alternate route only, serving the Junction of U.S. Highway 75 and Oklahoma Highway 3 at or near Atoka, Okla. for joinder purposes only. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Tulsa or Oklahoma City, Okla.

No. MC 76032 (Sub-No. 238), filed February 24, 1969. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo. 80223. Applicant's representative: Eilliam E. Kenworthy (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Explosives, blasting materials, agents, and supplies*: (1) between points and over the regular routes which applicant is certificated for the transportation of general commodities (except explosives) in Docket No. MC 76032 and all effective sub numbers thereto, wherein applicant is authorized to operate in the States of California, Arizona, Nevada, New Mexico, Texas, Colorado, Oklahoma, Kansas, Nebraska, Iowa, Missouri, Illinois, and Indiana, and subject to all route restrictions, if any, as otherwise specified in said certificates; and (2) serving points not on its regular routes in California, Arizona, Nevada, New Mexico, Texas, Colorado, Oklahoma, Kansas, Nebraska, Iowa, Missouri, Illinois, and Indiana, as off-route points in connection with applicant's regular route operations. **NOTE:** Applicant states the application of General Expressways, Inc., filed simultaneously herewith, will to a certain extent duplicate the routes sought in the States of Illinois and Indiana. Applicant proposes to interline the two authorities so as to provide a through service. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Denver, Colo.

No. MC 77649 (Sub-No. 8), filed February 27, 1969. Applicant: SHANAHAN MOTOR LINES, INC., 1600 South Delaware Avenue, Philadelphia, Pa. Applicant's representative: Alan Kahn, 1920 Two Penn Center Plaza, Philadelphia, Pa. 19102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Un-crated rug padding, fiber rugs, sisal, and sisal padding*, from Philadelphia, Pa., to points in Delaware, Maryland, New Jersey, and New York, and *returned, damaged, and refused shipments* on return; and (2) *un-crated sisal and sisal padding*, from Philadelphia, Pa., to points in Connecticut, Massachusetts, Rhode Island, and Virginia, and *returned, damaged, and refused shipments* on return. **NOTE:** Applicant states it does not intend to tack,

and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 83539 (Sub-No. 240), filed February 24, 1969. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Dallas, Tex. 75222. Applicant's representatives: J. P. Welsh, Post Office Box 5976, Dallas, Tex. 75222, and W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes; transporting: *Aircraft cargo and passenger handling equipment and machinery, attachments, parts, and accessories* used in connection therewith, from Salinas, Calif., to points in the United States (except California and Hawaii). NOTE: Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif., or Washington, D.C.

No. MC 87523 (Sub-No. 92), filed February 25, 1969. Applicant: STEWART TRANSPORT, INC., 476 Valley Street, Manchester, N.H. 03103. Applicant's representative: Leonard A. Jaskiewicz, 1155 15th Street NW., Washington, D.C. 20005. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except articles of excessive value, classes A and B explosives, livestock, commodities in bulk, and household goods as defined by the Commission), between Newport, Vt., and the United States-Canada boundary line at North Troy, Vt.: From Newport over Vermont Highway 105 to junction Vermont Highway 105A, thence over Vermont Highway 105A to the United States-Canada boundary line and return over the same route, serving no intermediate points, for operating convenience only, and restricted to traffic moving between the United States and Canada only. NOTE: If a hearing is deemed necessary, applicant does not specify a location.

No. MC 89684 (Sub-No. 71), filed February 10, 1969. Applicant: WYCOFF COMPANY, INCORPORATED, 560 South Second West, Salt Lake City, Utah 84110. Applicant's representative: Harry D. Pugsley, 400 El Paso Gas Building, Salt Lake City, Utah 84111. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: (A) *Newspapers, cut flowers, plants, and florist supplies*; (1) from Rock Springs, Wyo., to Laramie, Wyo., over U.S. Highway 30, also over Interstate Highway 80, serving all intermediate points and the off-route points of Pinedale and Jackson, Wyo.; (2) from Idaho Falls, Idaho, to Idaho Falls, Idaho, in a circuitous manner; from Idaho Falls over U.S. Highway 26 to Swan Valley, Idaho, thence over Idaho Highway 31 to Victor, Idaho, thence over Idaho Highway 33 to Driggs, Idaho, and return over Idaho Highway 33 to Rexburg, Idaho, and thence over U.S. Highway 191 to Idaho Falls, serving all intermediate

points; (3) from Kanab, Utah, to Flagstaff, Ariz., over U.S. Highway 89, serving all intermediate points; (4) from Wendover, Utah, to Elko, Nev., over U.S. Highway 40, serving all intermediate points; (5) (a) from Denver, Colo., to Salt Lake City, Utah, from Denver over U.S. Highway 6 (including Interstate Highway 70 where completed) to junction U.S. Highway 50, thence over combined U.S. Highways 6 and 50 and Interstate Highway 70 to Salt Lake City, also over U.S. Highway 40 to Salt Lake City and return over the same routes, serving all points in Utah on said highways west of the Utah-Colorado line; and (b) from Denver, Colo., to Salt Lake City, Utah, from Denver over Interstate Highway 25 to Fort Collins, Colo., thence over U.S. Highway 287 to Laramie, Wyo., thence westerly over U.S. Highway 30 and also Interstate Highway 80 to Salt Lake City, Utah, serving all intermediate points in Wyoming, and all points in Utah together with the following off-route points in Wyoming: Kemmerer Pinedale, Big Piney, Afton, and Jackson;

(6) (a) from Grand Junction, Colo., to Salt Lake City, Utah, over combined U.S. Highways 6 and 50, serving all intermediate points; and (b) from Grand Junction, Colo., to Monticello, Utah, from Grand Junction over combined U.S. Highways 6 and 50 to junction U.S. Highway 160 at or near Crescent Junction, Utah, thence over U.S. Highway 160 to Monticello, serving all intermediate points; (7) from Vernal, Utah, to Steamboat Springs, Colo., over U.S. Highway 40, serving all intermediate points in Colorado; and (8) from Green River, Utah, to Glenwood Springs, Colo., over combined U.S. Highways 6 and 50 (including Interstate Highway 70 where completed) to junction U.S. Highway 6, thence over combined U.S. Highway 6 and Interstate Highway 70 to Glenwood Springs, serving all intermediate points; (B) *magazines, books, and periodicals*; (1) from Rock Springs, Wyo., to Rawlins, Wyo., over combined U.S. Highway 30 and Interstate Highway 80, serving all intermediate points; and (2) from Vernal, Utah, to Granby, Colo., over U.S. Highway 40, serving all intermediate points in Colorado; and (C) *films and articles* associated with the exhibition of motion pictures as described in 61 M.C.C. 766, 769, between Idaho Falls and Idaho Falls, Idaho, in a circuitous manner, from Idaho Falls over Idaho Highway 26 to Swan Valley, thence over Idaho Highway 31 to Victor, Idaho, thence over Idaho Highway 33 to Driggs, Idaho, and return over Idaho Highway 33 to Rexburg, and thence over U.S. Highway 191 to Idaho Falls, serving all intermediate points. NOTE: If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah, or Denver, Colo.

No. MC 92983 (Sub-No. 532), filed February 19, 1969. Applicant: ELDON MILLER, INC., Post Office Box 2508, Kansas City, Mo. 64142. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Beverages and spirits*, in bulk, in tank vehicles, from Atchinson, Kans., and points in Jefferson and Nelson Counties,

Ky., to points in Colorado, Idaho, Montana, South Dakota, and Wyoming. NOTE: Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Kansas City, Mo.

No. MC 94350 (Sub-No. 215), filed February 28, 1969. Applicant: TRANSIT HOMES, INC., Post Office Box 1628, Greenville, S.C. 29602. Applicant's representative: Mitchell King, Jr. (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles in initial movements, and *buildings*, in sections, that may be joined together to form a complete structure, traveling on their own or removable undercarriages, equipped with hitch ball connectors, from York, Nebr., to points in Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, New Mexico, Colorado, Montana, Wyoming, and Illinois. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 94755 (Sub-No. 7), filed February 12, 1969. Applicant: FAITOUTE TRUCKING CORPORATION, 546 South Avenue, Garwood, N.J. 07027. Applicant's representative: George A. Olsen, 69 Tonelle Avenue, Jersey City, N.J. 07306. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Boiler cleaning compound*, liquid or dry, in containers, from Avenel, N.J., to New York, N.Y., Newark, Jersey City, Bayonne, Edgewater, Elizabeth, Carteret, and Perth Amboy, N.J., Philadelphia and Chester, Pa., Wilmington, Del., Baltimore, Md., and Norfolk, Newport News, and Portsmouth, Va.; (2) *cleaning and polishing compounds*, liquid or dry, *liquid rust preventing compounds, disinfectants*, liquid or dry, and *metallic soaps* for lubricating purposes, and *advertising matter and premiums* moving in connection with such commodities, from Avenel, N.J., to points in the New York, N.Y., commercial zone, as defined in New York, N.Y., commercial zone, 1 M.C.C. 665, points in Essex County, N.J., and Nassau and Westchester Counties, N.Y., Philadelphia and Chester, Pa., Wilmington, Del., Baltimore, Md., and Norfolk, Newport News, Portsmouth, Va., and the District of Columbia. *Empty containers* for the above-specified commodities, from the above-specified destination points to Avenel, N.J. under contract with Magnus Chemical Co. Division Economics Labs, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 95084 (Sub-No. 73), filed February 24, 1969. Applicant: HOVE TRUCK LINE, a corporation, Stanhope, Iowa 50246. Applicant's representative: Kenneth F. Dudley, 901 South Madison

Avenue, Post Office Box 279, Ottumwa, Iowa 52501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural implements, farm machinery, farm equipment, industrial equipment, and parts and attachments* for each of the above-named commodities, from points in Jackson County, Mo., and Preble County, Ohio, to points in the United States (except Alaska and Hawaii); and (2) *materials, equipment, and supplies*, used in the manufacture, processing, sale, and distribution of agricultural implements, farm machinery, farm equipment, industrial equipment, and parts and attachments of each of the above-named commodities, from points in the United States (except Alaska and Hawaii) to points in Jackson County, Mo., and Preble County, Ohio. **NOTE:** Applicant states it does not intend to tuck, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., Washington, D.C., or Chicago, Ill.

No. MC 96500 (Sub-No. 5), filed February 26, 1969. Applicant: HARRY'S EXPRESS COMPANY, INC., 545 West 25th Street, New York, N.Y. 10001. Applicant's representative: Martin Werner, 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by an importer of furniture, giftwares, housewares, and notions*, from steamship piers in the New York, N.Y., commercial zone to Rochelle Park, N.J., under a continuing contract or contracts, with Pler 1 Imports, Inc. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Newark, N.J.

No. MC 99753 (Sub-No. 3), filed December 27, 1969. Applicant: CLYDE C. DENT, 106 Knight Hurst, Post Office Box 447, Ennis, Tex. 75119. Applicant's representative: William D. White, Jr., 2505 Republic National Bank Tower, Dallas, Tex. 75201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Livestock, livestock feedstuffs, household goods, farm machinery, and grain*, between Rising Star, Tex., on the one hand, and, on the other, points in Texas; (2) *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 pipe lines, including the stringing and picking up thereof, between points in Texas; (3) *pipe*, except when intended for use as oil field equipment as defined by the Commission in *Mercer Extension—Oil Field Commodities*, 74 M.C.C. 459 (543), between points in Texas; and (4) *commodities* which because of size or weight

require the use of special equipment, between points in Texas. **NOTE:** Applicant states that the purpose of the instant application is to convert its certificate of registration under Docket No. MC 99753 Sub 1 to a certificate of public convenience and necessity. Applicant further states that it does not intend to tuck, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Dallas or Houston, Tex.

No. MC 103993 (Sub-No. 377), filed February 18, 1969. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington, Elkhart, Ind. 46514. Applicant's representative: Paul D. Borghesani (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel bars, wire mesh, asphalt expansion joint, steel bar accessories, corrugated steel sheets, steel wire*, from Charlotte, N.C., to points in Virginia, Maryland, Delaware, Tennessee, and Pennsylvania. **NOTE:** Applicant states it does not intend to tuck, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 106451 (Sub-No. 6), filed February 26, 1969. Applicant: COOK MOTOR LINES, INC., 408 Wellington Avenue, Akron, Ohio 44309. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plant-site of The International Nickel Co., Inc., Huntington Alloy Products Division, located Boyd County, Ky., on U.S. Highway 23 (approximately 11 miles south of Catlettsburg, Ky.), as an off-route point in connection with applicant's presently authorized operations to and from Huntington W. Va. **NOTE:** If a hearing is deemed necessary, applicant did not specify location.

No. MC 106644 (Sub-No. 94) (Correction), filed January 23, 1969, published FEDERAL REGISTER issue of February 13, 1969, and republished as corrected this issue. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW., Atlanta, Ga. 30321. Applicant's representative: Frank D. Hall, 1273 West Peachtree Street NW., Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry kiln outfits, and parts and accessories thereof; materials handling and conveying machinery, and equipment, and parts and accessories thereof*, from Jacksonville, Fla., and/or points in Duval County, Fla., and points in Shelby County, Tenn., to points in Arizona, California, Colorado, Idaho, Kansas, Maine, Michigan, Minnesota, Montana, Nebraska, Nevada, New Hampshire, New Mexico, North Dakota, Oklahoma, Ore-

gon, South Dakota, Utah, Vermont, Washington, West Virginia, Wisconsin, and Wyoming. **NOTE:** The purpose of this republication is to show Shelby "County", Tenn., in lieu of Shelby, Tenn., in territorial origin description, so as to reflect the true geographical and commodity scope. Applicant states it intends to tuck authority sought where possible with its existing authority set forth in MC 106644 and subs. If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla., or Washington, D.C.

No. MC 107295 (Sub-No. 172), filed February 24, 1969. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Post Office Box 146, Farmer City, Ill. 61842. Applicant's representatives: Dale L. Cox (same address as above) also Mack Stephenson, 301 Building, 301 North Second Street, Springfield, Ill. 62702. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prefabricated building parts; heating, cooling, and air handling systems and materials supplies, and accessories* used in the installation of such systems, from Rockford, Ill., to points in the United States (except Iowa, Missouri, Arkansas, Wisconsin, Illinois, Indiana, Michigan, Ohio, Kentucky, Tennessee, Alaska, and Hawaii). **NOTE:** Applicant states that tacking would take place in conjunction with its present authority in MC 107295 where feasible. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 107295 (Sub-No. 174), filed February 26, 1969. Applicant: PRE-FAB TRANSIT CO., a corporation, 100 South Main Street, Farmer City, Ill. 61842. Applicant's representatives: Mack Stephenson, 301 Building, 301 North Second Street Springfield, Ill. 62702 and Dale L. Cox, Post Office Box 146, Farmer City, Ill. 61842. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wall-board, hardboard, and composition board, and accessories* used in the installation thereof, from Phillips, Wis., to points in Alabama, Arkansas, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, and the District of Columbia. **NOTE:** Applicant states it will tuck with its MC 107295 where feasible. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 107403 (Sub-No. 770), filed February 14, 1969. Applicant: MATH-LACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's representative: John Nelson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, limestone and limestone products*, from points in Crawford, Delaware, Sandusky, Seneca, and Wyandotte Counties, Ohio, to points in Alabama, Arkansas, Georgia, Iowa, Kansas, Kentucky,

Louisiana, Massachusetts, Minnesota, Mississippi, Missouri, North Carolina, South Carolina, Rhode Island, Tennessee, Virginia, and Wisconsin. **NOTE:** Applicant states that Sub 486 (in part) is duplicative, wherein it is authorized to transport lime dry, in bulk, from Maple Grove, Ohio, and 5 miles thereof, to points in Kentucky; Sub 536 (in part) is also duplicative, wherein it is authorized to transport from points in Sandusky County, Ohio, to points in Boyd, Greenup, Mason, Campbell, Kenton, Boone, and Jefferson Counties, Ky. Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 107403 (Sub-No. 771), filed February 24, 1969. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's representative: John Nelson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from the plantsite of B. F. Goodrich Chemical Co. at or near Pedricktown, N.J., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Massachusetts, Maine, Maryland, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, West Virginia, Virginia, Wisconsin, and the District of Columbia, restricted to traffic originating at the above-mentioned plantsite and destined to the States indicated. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107496 (Sub-No. 708), filed February 20, 1969. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Post Office Box 855, Des Moines, Iowa 50304. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Acrolite* (expanded shale), from Springfield, Minn., to points in Iowa; and (2) *fly ash*, in bulk, from Milwaukee, Wis., to points in Illinois. **NOTE:** Common control may be involved. Applicant states that it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Minneapolis, Minn.

No. MC 107515 (Sub-No. 643), filed February 24, 1969. Applicant: REFRIGERATED TRANSPORT CO., INC., Post Office Box 10799, Station A, Atlanta, Ga. 30310. Applicant's representative: B. L. Gundlach (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Packaged and cartoned new furniture, mirrors and fur-*

niture parts, (1) from Selma, Ala., to Buffalo, N.Y., Memphis, Tenn., Louisville, Ky., points in Illinois, Ohio, Indiana, Michigan, Wisconsin, Oklahoma, Arkansas, Kansas, Missouri, Iowa, Nebraska, Minnesota, and Texas (except Dallas, Fort Worth and Houston), and (2) from Toccoa, Ga., to Buffalo, N.Y., Louisville, Ky., Memphis, Tenn., points in Illinois, Ohio, Indiana, Michigan, Wisconsin, Texas, Oklahoma, Arkansas, Missouri, Iowa, Nebraska, and Minnesota. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 107993 (Sub-No. 15), filed February 28, 1969. Applicant: J. J. WILLIS TRUCKING COMPANY, a corporation, Post Office Box 2112, Odessa, Tex. 79760. Applicant's representative: J. G. Dail, Jr., 1815 H Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities* which require the use of special equipment or special handling by reason of size or weight; and (2) *ordnance equipment, materials and supplies, and quartermaster supplies* (except household goods and commodities in bulk), between points in Texas, New Mexico, Arizona, California, Arkansas, Louisiana, Utah, Nevada, Oklahoma, Colorado, Idaho, Montana, and Kansas, restricted to traffic moving to or from military installations or Defense Department establishments. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. Applicant further states no duplication of authority sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 108068 (Sub-No. 78), filed February 26, 1969. Applicant: U. S. A. C. TRANSPORT, INC., Post Office Box G, Joplin, Mo. 64801. Applicant's representatives: Wilburn Williamson, 450 American-National Building, Oklahoma City, Okla. 73102 and A. N. Jacobs (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry kiln outfits, and parts and accessories thereof, materials handling and conveying machinery, and equipment, and parts and accessories thereof*, from points in Duval County, Fla., and Shelby County, Tenn., to points in the United States. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Miami, Fla., or Washington, D.C.

No. MC 108185 (Sub-No. 42), filed February 7, 1969. Applicant: JACK COLE—DIXIE HIGHWAY COMPANY, a corporation, 2625 Territorial Road, St. Paul, Minn. 55114. Applicant's representatives: John R. Turney, 342 West Vista Avenue, Phoenix, Ariz. 85021, and William O. Turney, 20001 Massachusetts

Avenue NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other loading), between Mobile, Ala., and Corinth, Miss., from Mobile over U.S. Highway 45, intersecting without joinder other routes of applicant at Meridian, Miss., thence over U.S. Highway 45 to its junction with U.S. Alternate Highway 45, thence over U.S. Alternate Highway 45 to its junction with U.S. Highway 45, and thence over U.S. Highway 45 to a junction with U.S. Highway 78 in or near Tupelo, Miss., intersecting another route of applicant without joinder at Tupelo, Miss., thence over U.S. Highway 45 to a junction with U.S. Highway 72 in or near Corinth, Miss., intersecting other routes of applicant with joinder at Corinth, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's regular route operation. **NOTE:** Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., Minneapolis, Minn., or Phoenix, Ariz.

No. MC 108340 (Sub-No. 19), filed February 27, 1969. Applicant: HANEY TRUCK LINE, a corporation, 2219 Cedar Street, Forest Grove, Ore. Applicant's representative: Lawrence V. Smart, Jr., 419 Northwest Twenty-third Avenue, Portland, Ore. 97210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cannery products, supplies, materials, and equipment*, between Portland, Ore., and the plantsite of Libby, McNeill & Libby at Salem, Ore. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Portland, Ore.

No. MC 109028 (Sub-No. 8), filed February 24, 1969. Applicant: S & W TRANSFER, INC., 2505 North Mayfair Road, Milwaukee, Wis. 53226. Applicant's representative: William P. Sullivan, 1819 H Street NW., Washington, D.C. 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, between Chicago, Ill., on the one hand, and, on the other, points within the territory bounded by a line beginning at Dubuque, Iowa, and extending in a northwesterly direction along the west bank of the Mississippi River, through Winona, Minn., to the confluence of the Mississippi and St. Croix Rivers, thence along the west bank of the St. Croix River to Stillwater, Minn., thence in a northeasterly direction across the river and through Hayward, Wis., to Ashland, Wis., thence in a northeasterly direction along the shore of Lake Superior to Calumet, Mich., thence in a southeasterly

direction through Laurium, Mich., and along Lake Superior to Munising, Mich., thence across the Upper Peninsula of Michigan to Manistiquie, Mich., thence in a southwesterly direction to Gladstone, Mich., thence south along the shore of Lake Michigan and through Sturgeon Bay, Wis., to Winthrop Harbor, Ill., and thence west through Rockford and Galena, Ill., to Dubuque, including the points named, under a continuing contract, or contracts with Peck Meat Packing Corp. **NOTE:** If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Chicago, Ill.

No. MC 109172 (Sub-No. 4), filed February 10, 1969. Applicant: NATIONAL TRANSFER, INC., doing business as NATIONAL MOTOR FREIGHT, 4100 East Marginal Way South, Seattle, Wash. 98134. Applicant's representative: George Kargianis, 609 Norton Building, Seattle, Wash. 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel, and iron and steel articles*, between points in Washington and Oregon. **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash., or Portland, Oreg.

No. MC 109637 (Sub-No. 356), filed February 24, 1969. Applicant: SOUTHERN TANK LINES INC., Post Office Box 1047, 4017 Bells Lane, Louisville, Ky. 40201. Applicant's representative: Harris G. Andrews (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paint, lacquer, or varnish*, in bulk, from points in Carroll County, Ky., to points in Missouri and Ohio. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 109917 (Sub-No. 2), filed February 24, 1969. Applicant: CERRONE TRUCKING COMPANY, INC., 4625 Wither Road, Niagara Falls, N.Y. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Crude or artificial abrasives*, in bulk, in dump trucks; and *crude or artificial abrasives*, in bags; (1) from the port of entry on the international boundary line between the United States and Canada at Niagara Falls and Lewiston, N.Y., to Niagara Falls, N.Y.; and (2) from the port of entry on the international boundary line between the United States and Canada at Lewiston, N.Y., to Niagara Falls, N.Y., under contract with General Abrasive Co., Inc., restricted to shipments originating in Canada. **NOTE:** Applicant states that it is presently authorized to perform this transportation from the boundary of the United States and Canada at Niagara Fall, N.Y. If a hearing is deemed

necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 110098 (Sub-No. 97) (Correction), filed February 7, 1969, published in FEDERAL REGISTER issue of March 13, 1969, and republished as corrected this issue. Applicant: ZERO REFRIGERATED LINES, 815 Merida Street, Box 7249, Station A, San Antonio, Tex. 78207. Applicant's representative: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs, cleaning compounds, bleach, textile softners* (except commodities in bulk, in tank vehicles); in vehicles equipped with mechanical refrigeration, from Sunnyvale, Calif., to points in Oregon and Washington. **NOTE:** Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. Applicant states no duplicating authority is being sought. The purpose of this republication is to add "in vehicles" in the commodity description which was inadvertently omitted. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif., or San Antonio, Tex.

No. MC 110193 (Sub-No. 166), filed February 24, 1969. Applicant: SAFEWAY TRUCK LINES, INC., 20450 Ireland Road, Post Office Box 2628, South Bend, Ind. 46613. Applicant's representative: William J. Monheim (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printing paper*, from Glens Falls, N.Y., to points in Connecticut, Pennsylvania (except points in Allegheny, Berks, Dauphin, Erie, Indiana, Lakawanna, Lancaster, Lebanon, Lehigh, Luzerne, Northampton, and York Counties), the Lower Peninsula of Michigan (except Sturgin and Kalamazoo), and Indiana (except Angola and those Indiana points in the Chicago commercial zone). **NOTE:** Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110420 (Sub-No. 581), filed February 28, 1969. Applicant: QUALITY CARRIERS, INC., 100 South Calumet Street, Burlington, Wis. 53105. Applicant's representative: Allan B. Torhorst (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal feed ingredients, poultry feed ingredients, and animal and poultry feeds*, from Hope, Ind., to points in Indiana, Illinois, Iowa, Kansas, Michigan, Minnesota, South Dakota, Wisconsin, and Colorado. **NOTE:** Applicant indicates tacking possibilities at Illinois and Iowa origins. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa., or Chicago, Ill.

No. MC 110525 (Sub-No. 895), filed February 20, 1969. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representatives:

Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW., Washington, D.C. 20005, and Edwin H. van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from the plantsite of B. F. Goodrich Chemical Co. at or near Pedricktown, N.J., to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin, restricted to traffic originating at the plantsite and destined to the enumerated States. **NOTE:** Applicant states no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 111729 (Sub-No. 278), filed February 25, 1969. Applicant: AMERICAN COURIER CORPORATION, 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Commonwealth Building, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Business papers, records, and audit and accounting media of all kinds, and advertising material moving therewith*; (a) between Maumee, Ohio, on the one hand, and, on the other, points in the Lower Peninsula of Michigan; (b) between Flint, Mich., on the one hand, and, on the other, Cincinnati, Columbus, and Toledo, Ohio; and Erie, Pa.; (c) between Kalamazoo, Mich., on the one hand, and, on the other, points in Ohio (except Cleveland, Dayton, Celina, and Delaware, Ohio); and points in Illinois (except Chicago, Ill.); (d) between Milwaukee, Wis., on the one hand, and, on the other, Minneapolis, Minn.; Chippewa Falls, Wis. (over routes in Minnesota for operating convenience only); Cedar Rapids, Dubuque, and Waterloo, Iowa; and De Kalb and Rockford, Ill.; (e) between Norfolk, Va., on the one hand, and, on the other, points in North Carolina; (f) between Woodbridge, N.J., on the one hand, and, on the other, Poughkeepsie and Roseton, N.Y.; and Washington, D.C. (2) *Bottled oil samples, maps, promotion items, and miscellaneous small hardware, consisting of small valves, surveyor's instruments, portable pumps, pump parts, tank measuring sticks, boiler fire eyes*, restricted against the transportation of packages of articles weighing in the aggregate more than 75 pounds from one consignor to one consignee on any one day, between Woodbridge, N.J., on the one hand, and, on the other, Poughkeepsie and Roseton, N.Y.; and Washington, D.C. (3) *Cut flowers and decorative greens*, restricted to the transportation of traffic having an immediately prior or subsequent movement by air, between Richmond, Va., on the one hand, and, on the other, points

in Virginia; points in Boone, Cabell, Clay, Fayette, Greenbrier, Kanawha, Lincoln, Logan, Mason, McDowell, Mercer, Mingo, Monroe, Pocahontas, Putnam, Raleigh, Summers, Wayne, and Wyoming Counties, W. Va. NOTE: Applicant states it would tack with its presently held authority. Applicant holds contract authority under MC 112750, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Detroit, Mich.

No. MC 114301 (Sub-No. 57), filed February 27, 1969. Applicant: DELAWARE EXPRESS CO., a corporation, Post Office Box 97, Elkton, Md. 21921. Applicant's representative: Chester A. Zyblut, 1522 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from the plantsite of B. F. Goodrich Chemical Co. at or near Pedricktown, N.J., to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Massachusetts, Maine, Maryland, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin. Restriction: Restricted to traffic originating at the plantsite and destined to the enumerated States. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 115716 (Sub-No. 16), filed February 20, 1969. Applicant: DENVER-LIMON-BURLINGTON TRANSFER COMPANY, a corporation, 3650 Chestnut Place, Denver, Colo. 80216. Applicant's representative: Edward C. Hastings, 666 Sherman Street, Denver, Colo. 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, commodities in bulk, and household goods as defined by the Commission), between Eads, Colo., and Keyes, Okla.; From Eads, Colo., over U.S. Highway 287 to junction U.S. Highway 287 and U.S. Highway 56, thence over U.S. Highway 56 to Keyes, Okla., and return over the same route, serving all intermediate points (except Springfield and Campo, Colo.). NOTE: If a hearing is deemed necessary, applicant requests it be held at Lamar or Denver, Colo.

No. MC 115841 (Sub-No. 343), filed February 19, 1969. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 West Bankhead Highway, Post Office Box 2169, Birmingham, Ala. 35201. Applicant's representative: C. E. Wesley (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk), in vehicle equipped with mechanical refrigeration, from points in Middle-

sex and Essex Counties, N.J., to Union City and Jersey City, N.J., and Philadelphia, Pa. NOTE: Applicant states the purpose of this application is for applicant to tack at Union City and Jersey City, N.J.; and Philadelphia, Pa., with its Sub 4 and with Subs 134, 146, 159, and 260. Applicant further states joinder will be made at Chattanooga and Nashville, Tenn., and Birmingham, Ala. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 115904 (Sub-No. 14), filed February 24, 1969. Applicant: LOUIS GROVER, 1710 West Broadway, Idaho Falls, Idaho 84301. Applicant's representative: Irene Warr, 419 Judge Building, Salt Lake City, Utah 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Beet pulp, beet pulp pellets, and molasses*, between points in Idaho, Nevada, Oregon, and Utah. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 116077 (Sub-No. 259), filed February 24, 1969. Applicant: ROBERTSON TANK LINES, INC., 5700 Polk Avenue, Post Office Box 1505, Houston, Tex. 77001. Applicant's representative: Thomas E. James, The 904 Lavaca Building, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ground barite*, in bulk, from Lafayette and Abbeville, La., to Intracoastal City, La. NOTE: Applicant states that it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Houston, Tex., or New Orleans, La.

No. MC 116077 (Sub-No. 260), filed February 25, 1969. Applicant: ROBERTSON TANK LINES, INC., 5700 Polk Avenue, Post Office Box 1505, Houston, Tex., 77001. Applicant's representative: Thomas E. James, The 904 Lavaca Building, Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid ethylene*, from Baton Rouge, La., to points in Alabama, Arkansas, Illinois, Kentucky, South Carolina, Tennessee, Texas, Michigan, and California. NOTE: Applicant states that the authority sought would be tacked with its present authority in MC 116077 Subs 6 and 136 in Harris and Brazoria Counties, Tex., to points in the United States not directly here involved (except to Wyoming). If a hearing is deemed necessary, applicant requests it be held at Houston, Tex., or New Orleans, La.

No. MC 116119 (Sub-No. 21), filed February 25, 1969. Applicant: JOHN F. HARRIS, doing business as HOGANS TRANSFER & STORAGE CO., 1122 South Davis Avenue, Elkins, W. Va. Applicant's representative: Leonard A. Jaskiewicz, 1155 15th Street NW., Washington, D.C. 20005. Authority sought to

operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bakery products, fresh and frozen; potato chips; and supplies and materials* used in the sale and distribution thereof, from Elkins, W. Va., to points in Pennsylvania, Ohio, Virginia, Maryland, West Virginia, and the District of Columbia; (2) *baking equipment and machinery; ingredients; materials and supplies* (except in bulk) used in the production of bakery products, from points in Pennsylvania, Ohio, Virginia, Maryland, and the District of Columbia, to Elkins, W. Va.; and (3) *nonfresh bakery products and materials and supplies* used in the distribution thereof, between points in Pennsylvania, Ohio, West Virginia, Virginia, Maryland, and the District of Columbia; under a continuing contract with Elkins Baking Co., Inc., of Elkins, W. Va. NOTE: Applicant holds common carrier authority under MC-106002 and Subs, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117834 (Sub-No. 5) (Clarification), filed January 28, 1969, published in the FEDERAL REGISTER issue of February 27, 1969, and republished as clarified this issue. Applicant: WILLIAM R. PINKERTON, doing business as BILL PINKERTON, Route 4, Box 192C, Little Rock, Ark. 72206. Applicant's representative: Donald R. Partney, 35 Glenmere Drive, Little Rock, Ark. 72204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from New Orleans, La., Gulfport, Miss., Mobile, Ala., Houston and Galveston, Tex., to Little Rock, Ark., under contract with Gilman & Kosten Co., Inc., of Little Rock, Ark. NOTE: Applicant now holds permits for the transportation of bananas from and to the above points for the Kroger Co. The instant application seeks authority permitting it to serve Gilman & Kosten Co., Inc., Little Rock, Ark., from all above origins. The purpose of this republication is to eliminate Comer C. Johnson as a supporting shipper. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 118270 (Sub-No. 1), filed February 27, 1969. Applicant: PRODUCE TRANSPORT SERVICE, INC., 181 West Rambo Avenue, Mahwah, N.J. 07430. Applicant's representative: Kenneth R. Davis, 1106 Dartmouth Street, Scranton, Pa. 18504. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from New York, N.Y., Port Newark and Weehawken, N.J.; Philadelphia, Pa.; Baltimore, Md.; and Charleston, S.C., to Jamestown, N.Y. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 118288 (Sub-No. 31), filed February 24, 1969. Applicant: STEPHEN F. FROST, Post Office Box 28, Billings, Mont. 59103. Authority sought to operate as a *common carrier*, by motor vehicle,

over irregular routes, transporting: *Meats, meat products and meat by-products and articles distributed by meat packinghouses* as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766 (except commodities in bulk, in tank vehicles), between Billings, Mont., on the one hand, and, on the other, points in Arizona, New Mexico, Kentucky, Texas, Oklahoma, South Dakota, Ohio, Missouri, Iowa, Arkansas, Pennsylvania, Colorado, New York, and New Jersey. NOTE: Applicant states it intends to interline with other carriers and also, to tack at Billings, Mont., to serve points in Washington, Oregon, Wyoming, and Northeastern Idaho. Applicant further states no duplication of authority is sought. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 118631 (Sub-No. 4), filed February 26, 1969. Applicant: EPHREM BOUCHARD, Mackay Street, Milton, Vt. 05468. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemical fertilizers, materials, and mixtures*, from ports of entry on the international boundary line between the United States and Canada, located in the counties of Franklin and Orleans in Vermont, and Franklin and Clinton in New York, to points in Franklin, Orleans, Caledonia, Grand Isle, Windsor, Crittenden, Lamoille, Washington, Addison, and Orange Counties, Vt.; Coos, Grafton, Carroll, and Sullivan Counties, N.H.; and Essex, Clinton, Franklin, St. Lawrence, Jefferson, and Lewis Counties, N.Y., under contract with Brockville Chemical, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Montpelier, or Burlington, Vt., or Plattsburgh, N.Y.

No. MC 118808 (Sub-No. 11), filed February 19, 1969. Applicant: A B C EXPRESS COMPANY, a corporation, Fifth Street and Columbia Avenue, Philadelphia, Pa. 19122. Applicant's representative: Anthony C. Vance, Suite 301, Tavern Square, 421 King Street, Alexandria, Va. 22314. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by retail department stores, between Philadelphia, Pa., on the one hand, and, on the other, points in Delaware, Maryland, and New Jersey, under contract with Strawbridge & Clothier, John Wanamaker Philadelphia, Inc., Bamberger's New Jersey, a division of R. H. Macy & Co., Inc., Lit Bros., Gimbel Bros., and E. J. Korvette. NOTE: The application duplicates certain authority held by applicant in its Sub 2 Permit with respect to new furniture and new home furnishings for the account of the supporting shippers listed above except E. J. Korvette. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Philadelphia, Pa.

No. MC 118808 (Sub-No. 12), filed February 24, 1969. Applicant: A. B. C. EXPRESS COMPANY, a corporation, Fifth Street and Columbia Avenue, Philadel-

phia, Pa. 19122. Applicant's representative: Anthony C. Vance, Suite 301, Tavern Square, 421 King Street, Alexandria, Va. 22314. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by department stores, restricted to a transportation service to be performed under a continuing contract, or contracts, with John Wanamaker Philadelphia, Inc., and Gimbel Bros., between Philadelphia, Pa., on the one hand, and, on the other, King of Prussia, Pa. NOTE: A motion to dismiss because of lack of jurisdiction accompanies this application. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Philadelphia, Pa.

No. MC 118831 (Sub-No. 61), filed February 17, 1969. Applicant: CENTRAL TRANSPORT, INCORPORATED, Post Office Box 5044, Uwharrie Road, High Point, N.C. Applicant's representative: E. Stephen Hensley, 529 Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils, animal fats and oils, and blends thereof*, in bulk, from Charlotte and Wilson, N.C., to points in West Virginia. NOTE: Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Raleigh or Charlotte, N.C.

No. MC 118989 (Sub-No. 25), filed February 28, 1969. Applicant: CONTAINER TRANSIT, INC., 5223 South Ninth Street, Chicago, Ill. 60603. Applicant's representative: Robert H. Levy, 29 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers, container ends and accessories, and materials and supplies* used in connection with the manufacture and distribution of metal containers and container ends when moving with metal containers and container ends, from the plantsite and/or facilities of National Can Corp., at Chicago and Rockford, Ill., Green Bay, Wis.; Detroit, Mich.; Minneapolis, Minn.; and Cleveland, Marion, and Hamilton, Ohio, to points in Minnesota, Wisconsin, Iowa, Missouri, Illinois, Indiana, Kentucky, Ohio, West Virginia, Kansas, Nebraska, North Dakota, South Dakota, Texas, Colorado, Louisiana, and Michigan. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 119767 (Sub-No. 219), filed February 28, 1969. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. 53105. Applicant's representative: Allan B. Torhorst (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, when moving in the same vehicle as meat, meat

products, and meat byproducts, and articles distributed by meat packinghouses (except hides and commodities in bulk, in tank vehicles) as described in sections A and C of appendix I to the Report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, as otherwise authorized, from the plantsite and warehouse facilities of George A. Hormel & Co. at Austin, Minn., to points in Indiana and Illinois. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Chicago, Ill.

No. MC 119774 (Sub-No. 15), filed February 17, 1969. Applicant: MARY ELLEN STIDHAM, N. M. STIDHAM, A. E. MANKINS (INEZ MANKINS, EXECUTRIX), AND JAMES E. MANKINS, SR., a partnership, doing business as EAGLE TRUCKING COMPANY, Post Office Box 471, Kilgore, Tex. 75662. Applicant's representative: James W. Hightower, 136 Wynnewood Professional Building, Dallas, Tex. 75224. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Expanded plastics and expanded plastics laminated with wood and metal*, from points in Columbia County, Ark., to points in Louisiana, Texas, Mississippi, Colorado, New Mexico, Oklahoma, Kansas, Missouri, Iowa, Illinois, Indiana, Tennessee, Kentucky, Alabama, Georgia, Florida, and Ohio, restricted against transportation in liquid or bulk to points in Chambers, Montgomery, Harris, Fort Bend, Galveston, Liberty, and Brazoria Counties, Tex. NOTE: Applicant states that it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. No duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Houston or Dallas, Tex.

No. MC 119777 (Sub-No. 138), filed February 17, 1969. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Drawer L, Madisonville, Ky. 42431. Applicant's representative: Theodore Polydoroff, Suite 930, 1120 Connecticut Avenue NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wooden pallets*, from points in Tucker County, W. Va., to points in Maine, New Hampshire, Vermont, New York, Massachusetts, Connecticut, Rhode Island, Pennsylvania, New Jersey, Delaware, Maryland, Ohio, Virginia, Michigan, North Carolina, Tennessee, Illinois, Indiana, Kentucky, South Carolina, Georgia, Alabama, and Washington, D.C. NOTE: Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. Applicant holds contract carrier authority under MC 126970 and subs thereunder, therefore, dual operations may be involved. No duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119777 (Sub-No. 143), filed February 27, 1969. Applicant: LIGON SPECIALIZED HAULER, INC., Post Office Drawer L, Madisonville, Ky. 42431. Applicant's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metals, metal alloys, ores, and chemicals* (except commodities in bulk), between New Johnsonville, Tenn., on the one hand, and, on the other, points in Arkansas, Iowa, Louisiana, Minnesota, Missouri, and Texas and all States east thereof. Note: Applicant has contract carrier authority in MC 126970 and subs thereunder, therefore dual operations may be involved. Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 120536 (Sub-No. 4), filed February 28, 1969. Applicant: PIKE TRANSFER COMPANY, INC., Post Office Box 799, Carrollton Highway, Newnan, Ga. 30263. Applicant's representative: Archie B. Culbreth, 1273 West Peachtree Street NE., Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Aluminum billets*, from Newnan, Ga., to Franklin, Ga., over Georgia Highway 34, and return over same route, serving no intermediate points. Note: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 120543 (Sub-No. 59), filed February 28, 1969. Applicant: FLORIDA REFRIGERATED SERVICE, INC., U.S. Highway 301 North, Post Office Box 1297, Dade City, Fla. 33525. Applicant's representative: L. D. Fay, 1205 Universal Marion Building, Post Office Box 1086, Jacksonville, Fla. 32201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Food stuffs*, frozen; (2) *foodstuffs*, nonfrozen; and (3) *citrus by-products*, in straight or mixed shipments, from points in Florida to ports of entry on the international boundary line of the United States and Canada located in the States of Minnesota and North Dakota for furtherance to points in the Province of Manitoba, Canada. Note: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Miami or Tampa, Fla.

No. MC 120737 (Sub-No. 5), filed February 24, 1969. Applicant: STAR DELIVERY & TRANSFER, INC., 948 North Fifth Avenue, Canton, Ill. 61520. Applicant's representative: Chester J. Claudon, 121 West Elm Street, Canton, Ill. 61520. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural implements and machinery*; (2) *tractors* (except those with vehicle beds, bed frames, or fifth wheels), including *lawn or garden tractors and tractors and*

tractor excavating, grading, or loading attachments, combined; (3) *attachments and accessories for, and equipment designed for use with, the foregoing articles*; and (4) *twine*, from West Chicago, Ill., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. Restriction: The authority herein granted shall be limited to traffic originating at the plant-sites of, or storage or distribution facilities used by, International Harvester Co. Note: Applicant states that it could tack, but the primary purpose of this application is to serve the shipper. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 123407 (Sub-No. 47), filed February 24, 1969. Applicant: SAWYER TRANSPORT, INC., 2424 Minnehaha Avenue, Minneapolis, Minn. 55404. Applicant's representative: Alan Foss, 502 First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Composition boards and materials and accessories used in the installation thereof*, from points in Henry County, Tenn., to points in Illinois, Kansas, Missouri, Indiana, Iowa, Ohio, Michigan, Minnesota, and Wisconsin; and (2) *materials used in the manufacture and distribution of composition boards* (except commodities in bulk), from points in Illinois, Kansas, Missouri, Indiana, Iowa, Ohio, Michigan, Minnesota, and Wisconsin, to points in Henry County, Tenn. Note: Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 123922 (Sub-No. 19), filed February 24, 1969. Applicant: CHARTER BULK SERVICE, INC., 80 Doremus Avenue, Newark, N.J. 07105. Applicant's representative: Charles J. Williams, 47 Lincoln Park, Newark, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum sulphate*, in bulk, from Johnsonburg, Pa., to Oswego, N.Y. Note: Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 123922 (Sub-No. 20), filed February 26, 1969. Applicant: CHARTER BULK SERVICE, INC., 80 Doremus Avenue, Newark, N.J. 07105. Applicant's representative: Charles J. Williams, 47 Lincoln Park, Newark, N.J. 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Pedricktown, N.J., to points in Ala-

bama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Mississippi, Missouri, Maine, Maryland, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin. Note: Applicant indicates tacking possibilities with the authority under certifies No. MC 123922 (Sub-Nos. (2), (5), and (9)). If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124309 (Sub-No. 2), filed February 13, 1969. Applicant: ALPHIE F. BOUSLEY, Post Office Box 141, Armstrong Creek, Wis. 54103. Applicant's representative: William C. Dineen, 710 North Plankinton Avenue, Milwaukee, Wis. 53203. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Finished and unfinished lumber*, including veneer, from Goodman, Wis., to points in Georgia, Indiana, Iowa, Kentucky, the Lower Peninsula of Michigan, North Carolina, and Ohio; (2) *veneer* from Mellen, Wis., to points in Georgia, Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, North Carolina, and Ohio; (3) *veneer* from Goodman, Wis., to points in Illinois and Minnesota; and (4) *unfinished lumber* from Mohawk, Mich., to points in Georgia, Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, North Carolina, Ohio, and Wisconsin (except Goodman, Wis.), under contract with Goodman Division of Calumet & Hecla Corp., a unit of Universal Oil Products. Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis.

No. MC 124692 (Sub-No. 58), filed February 24, 1969. Applicant: SAMMONS TRUCKING, a corporation, Post Office Box 933, Missoula, Mont. 59801. Applicant's representative: Gene P. Johnson, 502 First National Bank Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer, fertilizer ingredients and compounds*; (1) from Minot, N. Dak., Pine Bend, St. Paul, and Savage, Minn., to points in Montana; and (2) from Minot, N. Dak., to points in S. Dak. Note: Applicant states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 124770 (Sub-No. 10), filed February 24, 1969. Applicant: TELLERI TRUCKING CO., a corporation, 301 Allen Street, Elizabeth, N.J. 07202. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat and meat*

products in vehicles equipped with mechanical refrigeration, between Newark and Linden, N.J., on the one hand, and, on the other, points in the New York, N.Y., commercial zone, and Sullivan County, N.Y., under contract with Food Fair Stores, Inc., and its subsidiaries Allen Packing Co. and Midtown Veal & Mutton Co., Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 124905 (Sub-No. 2), filed March 4, 1969. Applicant: COLUMBIA TRANSPORT, INC., Rural Delivery No. 1, Columbia, N.J. 07832. Applicant's representative: Christian V. Graf, 407 North Front Street, Harrisburg Pa. 17101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Waylite*, in bulk, from Bethlehem, Pa., to Smithtown, Long Island, N.Y.; and (2) *lead ingots*, from White Haven, Pa., to Staten Island, N.Y. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it to be held at Washington, D.C., or Philadelphia, Pa.

No. MC 125168 (Sub-No. 12), filed February 24, 1969. Applicant: OIL TANK LINES, INC., Box 190, Darby, Pa. 19023. Applicant's representative: G. Donald Bullock, 128 Greenwood Avenue, Wyn-cote, Pa. 19095. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, between Bradford, Emlenton, Farmers Valley, Karns City, and Oil City, Pa., on the one hand, and, on the other, New York, N.Y., and Camden and Edgewater, N.J., under contract with Pennsylvania Refining Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 125708 (Sub-No. 109), filed February 19, 1969. Applicant: HUGH MAJOR, 150 Sinclair Avenue, South Roxana, Ill. 62087. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Agricultural and industrial implements, agricultural and industrial implement parts and accessories; garden and lawn tractors, garden and lawn tractor parts, attachments and accessories; lawn mowers and lawn mower parts, attachments and accessories*, from points in St. Joseph County, Ind., to points in the United States (except Alaska and Hawaii) and (2) *agricultural and industrial implements, agricultural and industrial implement parts and accessories; garden and lawn tractors, garden and lawn tractor parts, attachments and accessories; lawn mowers and lawn mower parts, attachments and accessories; and materials and supplies* such as are used in the manufacture of the above items, from points in the United States (except Alaska and Hawaii), to points in St. Joseph County, Ind. NOTE: Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126421 (Sub-No. 4), filed February 24, 1969. Applicant: GYPSUM TRANSPORT, INC., East Highway 80, Post Office Drawer 2679, Abilene, Tex. 79604. Applicant's representative: Jerry Prestridge, Post Office Box 1148, Austin, Tex. 78767. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Building materials* (except lumber), *gypsum and gypsum products*, and *materials and supplies* used in the manufacture, installation or distribution thereof, between the plantsite and facilities of United States Gypsum Co. at or near Sweetwater, Tex., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, Colorado, Florida, Georgia, Iowa, Kansas, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, Nebraska, and Tennessee. NOTE: Applicant states the instant application duplicates the authority issued in MC-126421 and MC-126421 (Sub-No. 1), which is all the interstate operating authority held by Gypsum; however, the instant application is broader in that it includes States not now authorized to be served and would authorize a radial movement instead of one way operation from the plantsite now authorized. If the instant application is granted as sought, Gypsum will surrender its MC-126421 and MC-126421 (Sub-No. 1) certificates for cancellation. Applicant further states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Dallas, Tex.

No. MC 126537 (Sub-No. 21), filed February 26, 1969. Applicant: KENT I. TURNER, KENNETH E. TURNER, AND ERVIN L. TURNER, a partnership, doing business as TURNER EXPEDITING SERVICE, Post Office Box 21333, Standiford Field, Louisville, Ky. 40221. Applicant's representative: George M. Catlett, Suite 703, 706 McClure Building, Frankfort, Ky. 40601. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Inert fuses*, from the plantsite of the Raytheon Co., at Bristol, Tenn., to the U.S. Naval Weapons Station, Yorktown, Va.; (2) *class C explosives*, from the plantsite of Northrup Carolina, Inc., at Swannonoa, N.C.; (3) *pallets*, from the U.S. Naval Weapons Station, Yorktown, Va., and the plantsite of Northrup Carolina, Inc., at Swannonoa, N.C., to the plantsite of the Raytheon Co., at Bristol, Tenn.; and (4) *general commodities*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, between the plantsite of American Greetings Corp. near Danville, Ky., on the one hand, and, on the other, Standiford Field, Louisville, Ky. NOTE: Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. Applicant is authorized to operate under MC 129652, therefore, dual operations may be involved. If a hearing

is deemed necessary, applicant requests it be held at Louisville or Lexington, Ky.

No. MC 126717 (Sub-No. 5), filed February 24, 1969. Applicant: WILLIAM R. FENTRESS, doing business as WALT'S DRIVE-A-WAY SERVICE, 723 East Maryland Street, Evansville, Ind. Applicant's representative: Warren C. Moberly, 1212 Fletcher Trust Building, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Truck-mounted cranes*, in initial movements, in drive-away service, from Evansville, Ind., to points in Arizona, Colorado, Delaware, Georgia, Idaho, Indiana, Iowa, Kansas, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, North Carolina, North Dakota, Ohio, Oregon, South Carolina, South Dakota, Utah, Vermont, Washington, West Virginia, Wisconsin, and Wyoming. NOTE: Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. Applicant holds contract carrier authority under MC 124885, therefore, dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Louisville, Ky.

No. MC 127283 (Sub-No. 3), filed February 27, 1969. Applicant: SILICA SAND TRANSPORT, INC., Routes 47 and 71, Post Office Box 212, Yorkville, Ill. 60560. Applicant's representative: Albert A. Andrin, 29 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Sand*, from the facilities of Sewanee Silica Co. at or near Sewanee, Tenn., to points in Alabama, Georgia, Kentucky, Indiana, Mississippi, North Carolina, South Carolina, and Ohio, under contract with Sewanee Silica Co., a division of Wedron Silica Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 127799 (Sub-No. 4), filed February 27, 1969. Applicant: LUPPES TRANSPORT COMPANY, INC., Post Office Box 152, Webster City, Iowa 50595. Applicant's representative: William A. Landau, 1451 East Grand Avenue, Des Moines, Iowa 50306. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia*, in bulk, in tank vehicles, from East Dubuque, Ill., to points in Iowa. NOTE: Applicant states it does not intend to tack, and apparently is willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 127834 (Sub-No. 30), filed February 27, 1969. Applicant: CHEROKEE HAULING & RIGGING, INC., 540-42 Merritt Avenue, Nashville, Tenn. Applicant's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as common carrier, by motor vehicle, over irregular routes, transporting: *Metals, metal alloys, ores, and chemicals* (except in bulk), between

New Johnsonville, Tenn., on the one hand, and, on the other, points in Arkansas, Iowa, Louisiana, Minnesota, Missouri, and Texas, and all States east thereof. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 128205 (Sub-No. 11), filed February 28, 1969. Applicant: BULKOMATIC TRANSPORT COMPANY, a corporation, 4141 George Street, Schiller Park, Ill. Applicant's representative: Irving Stillerman, 29 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fly ash*, in bulk, from Chicago, Ill., to points in Wisconsin and Indiana. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 128232 (Sub-No. 2), filed February 26, 1969. Applicant: DORRIS CLOUSE, Licking, Mo. 65542. Applicant's representative: B. W. LaTourette, Jr., 611 Olive Street, St. Louis, Mo. 63101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, lumber products, pallets, poles, posts, and logs*, from Licking, Mo., to points in Illinois, Indiana, Kansas, Nebraska, Colorado, Wisconsin, Minnesota, and Oklahoma under contract with Billy Joe Driesel, doing business as Driesel Pallet & Lumber Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at St. Louis or Jefferson City, Mo.

No. MC 128639 (Sub-No. 3), filed February 24, 1969. Applicant: REGINALD H. CURRIER, 103 Lancaster Road, Gorham, N.H. 03581. Applicant's representative: Frank J. Weiner, Investors Building, 536 Granite Street, Braintree, Mass. 02184. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Woodpulp*; (1) from Berlin, N.H., to points in Vermont and Maine (except points in Aroostook and Washington Counties, Maine); and (2) from points in Vermont and Maine (except those in Aroostook and Washington Counties, Maine), to points in New Hampshire. NOTE: Applicant states that it does not intend to tack, and apparently is willing to accept a tacking restriction, if warranted. If a hearing is deemed necessary, applicant requests it be held at Concord, N.H.

No. MC 128878 (Sub-No. 11), filed February 27, 1969. Applicant: SERVICE TRUCK LINE, INC., Post Office Box 961, Shreveport, La. 71102. Applicant's representatives: Ewell H. Muse, Jr., 415 Perry-Brooks Building, Austin, Tex., and C. Wade Shemwell, Post Office Box 961, Shreveport, La. 71102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Glue stock*, from Diboll, Tex., to Winnfield, La.; (2) *plywood and particleboard* from Urania,

La., to points in Arkansas, Louisiana, Oklahoma, and Texas; and (3) *urea and urea products*, dry, in bulk or packages, from the Gulf Oil Corp. plant at or near Donaldsonville, La. (Faustina Works), to points in Arkansas, Illinois, Iowa, Kansas, Missouri, Nebraska, Oklahoma, and Texas. NOTE: Applicant states it does not intend to tack, and is apparently willing to accept a restriction against tacking if warranted. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., Shreveport or New Orleans, La.

No. MC 129680 (Sub-No. 1), filed February 20, 1969. Applicant: FRANK H. MORRIS, doing business as MORRIS TRANSPORTATION, 188 Broad Street, Wethersfield, Conn. 06109. Applicant's representative: Thomas W. Murrett, 410 Asylum Street, Hartford, Conn. 06103. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Prefabricated building components*, from Hingham, Mass., and Malvern, Pa., to points in Connecticut and those in Hampden County, Mass. Restriction: The authority sought immediately above is to be limited to a transportation service to be performed under a continuing contract or contracts with Guy Jodice Building Products of Bloomfield, Conn. NOTE: If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn.

No. MC 133037 (Sub-No. 2), filed January 27, 1969. Applicant: MILE-HI EXPRESS, INC., 1335 40th Street, Denver, Colo. 80216. Applicant's representative: Donald H. Bowman, 521 South 14th Street, Post Office Box 806, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Meats, meat products, meat by-products, dairy products, articles distributed by meat packinghouses, and such commodities as are used by meat packers in the conduct of their business when destined to and for use by meat packers*, as described in sections A, B, C, and D of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, and *food-stuffs*, moving in less-than-truckload shipments in vehicles equipped with mechanical refrigeration; (A) over regular routes: (1) Between Denver, Colo., and Denver, Colo., in a circuitous manner, from Denver over U.S. Highway 287 via Broomfield, Colo., to Lafayette, Colo., thence over Colorado Highway 7 to Boulder, Colo., thence over Colorado Highway 119 to Longmont, Colo., thence over U.S. Highway 287 via Berthoud, Colo., to junction Colorado Highway 60, thence over Colorado Highway 60 to Johnstown, Colo., thence return over Colorado Highway 60 to junction U.S. Highway 287, thence over U.S. Highway 287 via Loveland, Colo., to Fort Collins, Colo., thence from Fort Collins, Colo., over Colorado Highway 14 at Ault, Colo., thence over U.S. Highway 85 via Eaton, Greeley, La Salle, Platteville, Fort Lupton, and Brighton, Colo., to Denver, and return over the same route, serving all inter-

mediate points and off-route points within 10 miles of the above-described routes;

(2) Between Denver and Golden, Colo., over U.S. Highway 6, serving no intermediate points; (3) between Denver and Trinidad, Colo.; over U.S. Highway 87, serving all intermediate points between Pueblo and Trinidad, Colo.; (4) between Denver and Pueblo, Colo., over U.S. Highway 87, serving all intermediate points including Colorado Springs, Security, and Fountain, Colo., the off-route points of U.S. Air Force Academy, Manitou Springs, and Woodland Park, Colo., and the Pueblo Ammunition Depot, all intermediate and off-route points in the Denver, Pueblo, and Colorado Springs, Colo., commercial zones, and all other intermediate and off-route points within 10 miles of the above-described routes; (5) between Denver and Canon City, Colo.; (a) from Denver over U.S. Highway 87 to Pueblo, thence over U.S. Highway 50 to Canon City, and return over the same route, serving all intermediate points, and off-route points in the Denver, Colo., commercial zone; (b) from Denver over U.S. Highway 87 to Colorado Springs, Colo., thence over Colorado Highway 115 to junction U.S. Highway 50, thence over U.S. Highway 50 to Canon City, and return over the same route, serving all intermediate points; (6) between Denver, Colo., and Fort Lyon, Colo., from Denver over U.S. Highway 87 to Pueblo, thence over U.S. Highway 50 to Fort Lyon, and return over the same route, serving all intermediate points including Avondale, Fowler, Manzanola, Boone, Pueblo Army Depot, Rocky Ford, La Junta, and Los Animas, Colo., and all other intermediate and off-route points within 10 miles of said route including points in the Denver, Colo., commercial zone; and (B) over irregular routes: Between Denver, Colo., on the one hand, and, on the other, points in Colorado. NOTE: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 133291 (Sub-No. 1), filed February 24, 1969. Applicant: JAMES H. FUNCH, doing business as JAMES FUNCH TRUCKING, 4717 East Madison Avenue, Fresno, Calif. 93702. Applicant's representative: William H. Kessler, 638 Divisadero Street, Fresno, Calif. 93721. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Shingles, shakes, and ridge*, from points in Clallam and Skagit Counties, Wash., to points in Shasta, Tehama, Sutter, Yuba, Sacramento, Yolo, San Joaquin, Contra Costa, Alameda, San Francisco, San Mateo, Santa Clara, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, Kern, Santa Cruz, Monterey, San Benito, San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, San Bernardino, Riverside, San Diego, and Imperial Counties, Calif., and *refused or rejected shipments*, on return; under contract with Hoh River Cedar Products, Inc., Hurn Shingle Co., Inc., and Supreme Cedar Products, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 133292 (Sub-No. 1), filed February 24, 1969. Applicant: JAMES S. HILL, 4291 North Second Street, Fresno, Calif. 93726. Applicant's representative: William H. Kessler, 638 Divisadero Street, Fresno, Calif. 93721. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Shingles, shakes and ridge*, from points in Clallam and Skagit Counties, Wash., to points in Shasta, Tehama, Sutter, Yuba, Sacramento, Yolo, San Joaquin, Contra Costa, Alameda, San Francisco, San Mateo, Santa Clara, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, Kern, Santa Cruz, Monterey, San Benito, San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, San Bernardino, Riverside, San Diego, and Imperial Counties, Calif., and *refused or rejected shipments*, on return, under contract with Hoh River Cedar Products, Inc., Hurn Shingle Co., Inc., and Supreme Cedar Products, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 133348 (Sub-No. 2), filed February 17, 1969. Applicant: JAMES EDWARD LAWLEY, doing business as L & L MOVING & STORAGE CO., 1705 Enterprise Street, Fairfield, Calif. Applicant's representative: George M. Carr, 351 California Street, San Francisco, Calif. 94104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used household goods*, between points in Solano, Napa, and Yolo Counties, Calif., restricted to the transportation of traffic having a prior or subsequent movement in containers beyond the points requested, and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating, and decontainerization of such traffic. NOTE: If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 133455, filed February 5, 1969. Applicant: LAFAYETTE TRANSPORTATION SERVICE, INC., 5261 Hornbeam Road, Fayetteville, N.C. Applicant's representative: Richard M. Wiggins, 222 Maiden Lane, Post Office Box 1688, Fayetteville, N.C. 28302. 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) between unloading ramps of the Seaboard Coastline Railroad Co. located in Johnson, Cumberland, and Robeson Counties, N.C., on the one hand, and, on the other, points in those counties, restricted to traffic having a prior or subsequent movement by rail in TOFC. NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 133468, filed February 6, 1969. Applicant: HERBERT D. SPRINKEL, 1305 Howard Road, Glen Burnie, Md. 21061. Applicant's representative: V. Baker Smith, 2107 The Fidelity Building, Philadelphia, Pa. 19109. Authority sought

to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, equipment, materials, and supplies used in the conduct of such business, except commodities in bulk, between points in the territory bounded by a line beginning at Cape Charles, Va., and extending in a southerly direction along the Chesapeake Bay to the Atlantic Ocean; thence in a northerly direction along the Atlantic Coast to the Delaware Bay, thence along the west shore of the Delaware Bay and Delaware River to Delaware City, Del., thence in a northerly direction on Delaware Highway 9 to junction Delaware Highway 273, thence along Delaware Highway 273 to the Delaware-Maryland State line, thence north on the Delaware-Maryland State line to the Pennsylvania-Maryland-Delaware State line and thence west on the Pennsylvania-Maryland State line to the Susquehanna River; thence in a northwesterly direction along the east bank of the Susquehanna River to Columbia, Pa., thence easterly on U.S. Highway 30 to Lancaster, Pa., and thence in a northerly direction on Pennsylvania Highway 72 to its junction with U.S. Highway 22; thence in a westerly direction on U.S. Highway 22 to its junction with Pennsylvania Highway 34; thence in a southwesterly direction along Pennsylvania Highway 34 to its junction with Pennsylvania Highway 274, continuing southwesterly on Pennsylvania Highway 274 to its junction with Pennsylvania Highway 75, thence south on Pennsylvania Highway 75 to its junction with U.S. Highway 30, thence west along U.S. Highway 30 to McConnellsburg, Pa., thence south on U.S. Highway 522 through Culpepper, Va., to its junction with Virginia Highway 3; thence southeasterly on Virginia Highway 3 to Fredericksburg, Va.; thence southeasterly on U.S. Highway 17 to Gloucester Point, Va., thence across the Chesapeake Bay to Cape Charles, Va., including points on the above-described lines and highway, under a continuing contract, or contracts, with Acme Markets, Inc., of Philadelphia, Pa. NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 133484 (Sub-No. 1), filed February 17, 1969. Applicant: W. E. HILL TRUCKING INC., 2026 Gearhart Street, Duluth, Minn. 55811. Applicant's representative: Wayne E. Hill (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over regular and irregular routes, transporting: *Packaginghouse products including fresh and smoked meats*, in vehicles equipped with mechanical refrigeration; (1) over regular routes: from Duluth, Minn., to the port of entry on the international boundary line between the United States and Canada, at or near Pigeon River, Minn., over U.S. Highway 61, serving no intermediate points; and (2) over irregular routes: from Duluth, Minn., to points in Wisconsin on and

within the bounds of U.S. Highway 8, on the south, U.S. Highway 51, on the east, the Minnesota-Wisconsin State line on the west, and Lake Superior on the north, and to Ironwood, Bessemer, and Wakefield, Mich.; under contract with Elliott Packing Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Duluth, or St. Paul, Minn.

No. MC 133503, filed February 24, 1969. Applicant: ALVIN D. FREY, INC., 966 York Street, Hanover, Pa. 17331. Applicant's representative: Norman T. Petow, 43 North Duke Street, York, Pa. 17401. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: (A) Regular routes: *Canned goods*; (1) Between Hanover, Pa., and New York, N.Y.: From Hanover over Pennsylvania Highway 116 to junction U.S. Highway 30, thence over U.S. Highway 30 to Philadelphia, Pa., thence over U.S. Highway 1 to New York, and return over the same route, serving the intermediate points of Elizabeth, Newark, and Jersey City, N.J., and the off-route point of Camden, N.J., restricted to delivery only; (2) between Hanover, Pa., and Wilmington, Del.: From Hanover over Pennsylvania Highway 116 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Business Route U.S. Highway 30 (formerly portion U.S. Highway 30), thence over Business Route U.S. Highway 30 to Downingtown, Pa., thence over U.S. Highway 322 to junction Business Route U.S. Highway 322 (formerly portion U.S. Highway 322), thence over Business Route U.S. Highway 322 to West Chester, Pa., thence over U.S. Highway 202 to Wilmington, and return over the same route, serving no intermediate points; (B) Irregular routes: (1) *Edible and nonedible groceries*, in containers, and *household supplies* both as are dealt in by wholesale, retail, chain grocery, and food business houses, from points in Penn Township, York County, Pa., to Wilmington, Del., and points in New York (except New York City), New Jersey, south of New Jersey Highway 33, Massachusetts, Connecticut, Rhode Island, Maryland, Virginia, Ohio, and the District of Columbia; (2) *Canned fruits and vegetables*; (a) from Hanover, Pa., to points in New Jersey, Massachusetts, Connecticut, Rhode Island, Vermont, New Hampshire, Maryland, Virginia, West Virginia, North Carolina, Kentucky, the District of Columbia, and points in Putnam, Westchester, Dutchess, Rockland, Orange, Ulster, and Sullivan Counties, N.Y.; (b) from Oak Hall and Mount Holly Springs, Pa., to points in Massachusetts, Connecticut, Rhode Island, Vermont, New Hampshire, Maryland, Delaware, Virginia, West Virginia, North Carolina, Kentucky, Ohio, and the District of Columbia; (c) from Hanover, Pa., to points in New York, except New York City, and points in Putnam, Westchester, Dutchess, Rockland, Orange, Ulster, and Sullivan Counties, N.Y., and points in Ohio; and (3) *rejected shipments of canned fruits and vegetables*, from points in New York, except New York City, and

points in Putnam, Westchester, Dutchess, Rockland, Orange, Ulster, and Sullivan Counties, N.Y., and points in Ohio, to Hanover, Pa.; (4) *empty cans*, from Baltimore, Md., to Oak Hall and Hanover, Pa.; and (5) *sauerkraut*, in barrels, and *fresh vegetables*, from points in New York, except New York City, and points in Putnam, Westchester, Dutchess, Rockland, Orange, Ulster, and Sullivan Counties, N.Y., to Hanover, Pa. NOTE: Applicant states it presently holds all of the above authority as a contract carrier under MC 77874. The purpose of this instant application is to have authority converted to a common carrier. Applicant further states it does not intend to tack, and apparently is willing to limit the proposed operation to local service if warranted. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 133504, filed February 17, 1969. Applicant: METRO AIR FREIGHT, INC., 4160 West Fifth Lane, Hialeah, Fla. Applicant's representative: John P. Bond, 30 Giralda Avenue, Coral Gables, Fla. 33134. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, dry (except articles of unusual value, dangerous explosives, livestock, commodities in bulk, household goods, articles which because of their size or weight require special handling and special equipment, and commodities that require refrigeration), restricted to traffic having a prior or subsequent movement by air, between points in Dade, Broward, and Palm Beach Counties, Fla. NOTE: If a hearing is deemed necessary, applicant requests it be held at Miami or Fort Lauderdale, Fla.

No. MC 133505, filed February 20, 1969. Applicant: CARLTON & STUBING, INC., Box 86, Spencerport, N.Y. 14559. Applicant's representative: Raymond A. Richard, 23 West Main Street, Webster, N.Y. 14580. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hides and skins*, from Monroe County, N.Y., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York City commercial zone, N.Y., Pennsylvania, Rhode Island, and Vermont. NOTE: If a hearing is deemed necessary, applicant requests it be held at Rochester, N.Y.

No. MC 133510, filed February 25, 1969. Applicant: ANTHONY H. SCHNEIDER, doing business as SCHNEIDER TRANSFER & STORAGE, 1438 High Street, Pittsburgh, Pa. 15212. Applicant's representative: Paul R. Butler, 1701 Law and Finance Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Household appliances* for Hotpoint Distribution Sales Operation of General Electric Co., from Pittsburgh, Pa., to points in West Virginia and Ohio, under contract with Hotpoint Distribution Sales Operation of General Electric Co. NOTE: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa., or Washington, D.C.

No. MC 133516, filed February 24, 1969. Applicant: SEVERN PEANUT COMPANY, INC., Severn, N.C. 27877. Applicant's representative: J. Guy Revelle, Jr., 201 East Main Street, Murfreesboro, N.C. 27855. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, between points in Virginia and points in North Carolina, under contract with Vir-car Plant Foods, Inc. NOTE: If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C., Richmond or Norfolk, Va.

No. MC 133518, filed February 28, 1969. Applicant: BRUCE V. CURTIS, doing business as BRUCE CURTIS TRUCKING COMPANY, 614 West Main Street. Applicant's representative: James M. Kimzey, Box 109, Raleigh, N.C. 27602. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in South Carolina, Georgia, and North Carolina, to points in North Carolina, Tennessee, and Kentucky; under contract with Raeford Lumber Co., Asheville, N.C. NOTE: If a hearing is deemed necessary, applicant requests it be held at Charlotte, or Raleigh, N.C.

No. MC 133523, filed February 27, 1969. Applicant: EUGENE STONE TRUCKING, INC., 5735 East 139th Street, Cleveland, Ohio 44125. Applicant's representative: Richard H. Brandon, 79 East State Street, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except articles of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in Ohio and Massachusetts on the one hand, and, on the other, points in the Lower Peninsula of Michigan, Pennsylvania, New York, New Jersey, New Hampshire, Vermont, Maine, Connecticut, Rhode Island, and Massachusetts, restricted to service performed in shipper-owned semitrailers, under contract with Standard Oil Co. and its subsidiaries. NOTE: Applicant's president holds authority under MC 124537, as a contract carrier and as an individual. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 133524, filed March 4, 1969. Applicant: PIER SERVICE TRUCKING CORP., 76 DeGraw Street, Brooklyn, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such merchandise* as is dealt in, or sold, by electronics and radio stores and mail order houses, between points in the New York, N.Y., commercial zone, as defined by the Commission, on the one hand, and, on the other, Syosset and Hauppauge, N.Y., under contract with Lafayette Radio Co. and (2) *such merchandise* as sold by retail department stores, between points in New York, N.Y., harbors and harbors contiguous thereto as defined in Title 49 CFR 1070.1 and

Woodbridge, N.J. under contract with Aimcee Wholesale Corp. NOTE: Applicant holds common carrier authority under MC 124592. Applicant states upon grant of its instant application, the certificate will be surrendered. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

MOTOR CARRIERS OF PASSENGERS

No. MC 95466 (Sub-No. 2), filed February 26, 1969. Applicant: DATTCO, INC., 99 Newington Avenue, New Britain, Conn. Applicant's representative: Reubin Kaminsky, 410 Asylum Street, Hartford, Conn. 06103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in special operations, in seasonal operations, between May 15 and September 15, inclusive, of each year, between New Britain and Newington, Conn., on the one hand, and, on the other, Riverside Amusement Park, Agawam, Mass. NOTE: Applicant states it would tack at Hartford, Conn., for the purpose of operating over the present regular routes now authorized between Hartford, Conn., and Agawam, Mass., but no service would be provided upon such connection between New Britain and Newington, Conn., and any point on the regular routes, except the point herein sought, namely, Riverside Amusement Park, Agawam, Mass. If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn., or Springfield, Mass.

No. MC 107583 (Sub-No. 45) (Correction), filed December 9, 1968, published FEDERAL REGISTER, issue of January 9, 1969, and republished as corrected this issue. Applicant: SALEM TRANSPORTATION CO., INC., 1222 Jerome Avenue, Bronx, N.Y. 10452. Applicant's representative: George H. Rosen, 265 Broadway, Post Office Box 348, Monticello, N.Y. 12701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage and effects*, in the same vehicle with passengers, in special and charter operations, limited to the transportation of not more than 11 passengers in any one vehicle, not including the driver, and not including children under 10 years of age who do not occupy a seat or seats, between U.S. Army Military Ocean Terminal, Bayonne, N.J., McGuire Air Force Base, N.J., Fort Dix, N.J., Newark Airport, Newark, N.J., LaGuardia Airport, N.Y., John F. Kennedy International Airport, N.Y., Fort Hamilton, N.Y., Brooklyn Army Terminal, N.Y., and Fort Wadsworth, Staten Island, N.Y. NOTE: Applicant states it holds authority covering the aforesaid points issued in Docket No. MC 107583: Over irregular routes, to transport passengers and their baggage, in the same vehicle with passengers, in special operations, in nonscheduled door-to-door service, limited to the transportation of not more than 11 passengers in any one vehicle, not including the driver thereof, and not including children under 10 years of age who do not occupy a seat or seats, between New

York, N.Y., and Philadelphia, Pa., on the one hand, and, on the other, Atlantic City, N.J.; between Atlantic City, N.J., on the one hand, and, on the other, Wilmington, Del., Baltimore, Md., and Washington, D.C.

Between Fort Dix, McGuire Air Force Base, Wrightstown, N.H., and points in the townships of New Hanover, North Hanover, Chesterfield, Bordentown, Mansfield, Springfield, and Pemberton, in Burlington County, N.J., on the one hand, and, on the other, Philadelphia International Airport, Philadelphia, Pa., and LaGuardia Airport, John F. Kennedy International Airport, Fort Hamilton, and Manhattan Beach Air Force Base, New York, N.Y.; between Atlantic City, N.J., on the one hand, and, on the other, points in Westchester County, N.Y. Passengers and their baggage, in special operations in nonscheduled door-to-door service, limited to the transportation of not more than 8 passengers in any one vehicle, not including the driver thereof, and not including children under 10 years of age who do not occupy a separate seat or seats, between Philadelphia, Pa., and the John F. Kennedy International Airport, at New York, N.Y. In No. MC 107583 (Sub-No. 24), applicant holds authority, over irregular routes, to transport passengers and their baggage and effects, in the same vehicle with passengers, in special operations, in nonscheduled, door-to-door service, limited to the transportation of not more than 8 passengers in any one vehicle, not including the driver thereof, and not including children under 10 years of age who do not occupy a seat or seats; between Wilmington, Del., and points in the Philadelphia, Pa., commercial zone, as defined by the Commission, except points within the limits of the city of Philadelphia, Pa., on the one hand, and, on the other, John F. Kennedy International Airport, New York, N.Y. Applicant also states that in No. MC 107583 Sub 42, authority sought to increase limitation from 8 to 11 passengers is now awaiting disposition, so that authority will read: Passengers and their baggage, in the same vehicle with passengers, in special operations, limited to the transportation of not more than 11 passengers in any one vehicle, not including the driver thereof, and not including children under 10 years of age who do not occupy a seat or seats, between Wilmington, Del., and points in the Philadelphia, Pa., commercial zone, as defined by the Commission, on the one hand, and on the other, John F. Kennedy International Airport, New York, N.Y. Common control may be involved. The purpose of this republication is to set forth applicant's presently authorized authority, which was inadvertently omitted from previous publication. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Newark, N.J.

APPLICATIONS OF FREIGHT FORWARDERS

No. FF-366 LYON HOUSEHOLD SHIPPING, INC., FREIGHT FORWARDER APPLICATION, filed March 10, 1969. Applicant: LYON HOUSE-

HOLD SHIPPING, INC., 1950 South Vermont Avenue, Los Angeles, Calif. 90007 Applicant's representative: Warren N. Grossman, 825 City National Bank Building, 606 South Olive Street, Los Angeles, Calif. 90014. Authority sought under section 410, Part IV of the Interstate Commerce Act for a permit authorizing applicant to institute operation as a freight forwarder in interstate or foreign commerce, through use of the facilities of common carriers by railroad, express, water, air, and motor vehicle in the transportation of *household goods*, as defined by the Commission, *automobiles and unaccompanied baggage*, between points in the United States, including Alaska and Hawaii.

No. FF-367 FOUR WINDS FORWARDING, INC., FREIGHT FORWARDER APPLICATION, filed March 10, 1969. Applicant: FOUR WINDS FORWARDING, INC., 4600 Wheeler Avenue, Alexandria, Va. 22304. Applicant's representative: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C. 20006. Authority sought under section 410, Part IV of the Interstate Commerce Act for a permit authorizing applicant to continue operations as a freight forwarder in interstate or foreign commerce, in the forwarding of, (1) *household goods*, (2) *used automobiles*, and (3) *unaccompanied baggage*, between points in the United States, including Alaska and Hawaii.

APPLICATIONS FOR BROKERAGE LICENSES

No. MC 130081, filed February 26, 1969. Applicant: THE ALLIANCE AUTOMOBILE CLUB, 2322 South Union Avenue, Alliance, Ohio. Applicant's representative: Taylor C. Burneson, Suite 1680, 88 East Broad Street, Columbus, Ohio 43215. For a license (BMC-5) to engage in operation as a *broker* at Alliance, Ohio, in arranging for transportation by motor vehicle, in interstate and foreign commerce of *Passengers and their baggage*, in special and charter operations, beginning and ending at points in Stark, Mahoning, and Columbiana Counties, Ohio, and extending to points in the United States, including Alaska and Hawaii.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 1515 (Sub-No. 130), filed February 12, 1969. Applicant: GREYHOUND LINES, INC., 10 South Riverside Plaza, Chicago, Ill. 60606. Applicant's representatives: Robert J. Bernard and Robert D. Rierson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in special operations from June 10 to September 10 of each year. Applicant seeks to revise its Sixth Revised Certificate of Public Convenience and Necessity under MC 1515 (Sub-No. 7), dated August 7, 1967, by adding the following routes: (1) First revised sheet No. 59-A (Route No. 24), between Montpelier, Idaho, and the Idaho-Utah State line,

over U.S. Highway 89 (connects with Utah Route 12). Service is authorized to be conducted in special operations only, during the season extending approximately from June 10 to September 10 of each year, serving no intermediate points; (2) second revised sheet No. 75 (Route No. 12), between the Idaho-Utah State line and Logan, Utah, over U.S. Highway 89 (connects with Idaho route No. 24). Service is authorized to be conducted in special operations only, serving no intermediate points; and (3) second revised sheet No. 85 (Route No. 3), between Jackson and Afton, Wyo., from Jackson over U.S. Highway 26 and 89 to Alpine, thence over U.S. Highway 89 to Afton. Service is authorized to be conducted in special operations only, during the season extending approximately from June 10 to September 10 of each year, serving no intermediate points.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.
[F.R. Doc. 69-3268; Filed, Mar. 19, 1969;
8:45 a.m.]

[S.O. 994; ICC Order No. 4-A]

CHICAGO, BURLINGTON AND QUINCY RAILROAD CO.

Rerouting Traffic or Diversion of Traffic

Upon further consideration of ICC Order No. 4 (Chicago, Burlington and Quincy Railroad Co.) and good cause appearing therefor:

It is ordered, That:

- ICC Order No. 4 be, and it is hereby vacated and set aside.
- Effective Date: This order shall become effective at 2 p.m., March 13, 1969.

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 that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., March 13, 1969.

INTERSTATE COMMERCE
COMMISSION,
[SEAL] R. D. PFAHLER,
Agent.

[F.R. Doc. 69-3337; Filed, Mar. 19, 1969;
8:48 a.m.]

[Notice 796]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MARCH 14, 1969.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 340) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that

protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 51146 (Sub-No. 127 TA), filed March 7, 1969. Applicant: SCHNEIDER TRANSPORT & STORAGE, INC., 817 McDonald Street, Green Bay, Wis. 54306. Applicant's representative: D. F. Martin (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers and metal container parts and accessories* used in connection with the distribution of metal containers and *metal container ends* when moving with metal containers, from Cleveland, Ohio, to Boston, Mass., for 180 days. Supporting shipper: National Can Corp., Midway Center, 5959 South Cicero Avenue, Chicago, Ill. (Roger F. Hermann, Central Area Traffic Manager). Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 103993 (Sub-No. 383 TA), filed March 10, 1969. Applicant: MORGAN DRIVE AWAY, INC., 2800 West Lexington Avenue, Elkhart, Ind. 46514. Applicant's representative: Paul D. Borghesan (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *House boats*, mounted on wheeled undercarriages, from the plant-site and storage facilities of Stardust Cruiser Manufacturing Co. at Chattanooga, Tenn., to points in California, Florida, Louisiana, New Hampshire, Wisconsin, and the District of Columbia, for 180 days. Supporting shipper: Stardust Cruiser Manufacturing Co., Hamilton County, Tenn. Send protests to: District Supervisor J. H. Gray, Bureau of Operations, Interstate Commerce Commission, Room 204, 345 West Wayne Street, Fort Wayne, Ind. 46802.

No. MC 106743 (Sub-No. 5 TA), filed March 10, 1969. Applicant: LOFTIN'S TRANSFER & STORAGE CO., INC., 2701 Ross Clark Circle NW., Dothan, Ala. 36302. Applicant's representative: Howards & Co., 1701 City Federal Building, Birmingham, Ala. 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between Mineral Wells, Tex., on the one hand, and on

the other, points in Jack, Stephens, Palo Pinto, Parker, Eastland, Erath, Hood, Somerville, Comanche, and Brown Counties, Tex., for 180 days. Supporting shipper: Imperial Household Shipping Co., Inc., Post Office Box 20124, St. Petersburg, Fla. 33702. Send protests to: B. R. McKenzie, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 106743 (Sub-No. 6 TA) filed March 10, 1969. Applicant: LOFTIN'S TRANSFER & STORAGE CO., INC., 2701 Ross Clark Circle NW., Dothan, Ala. 36302. Applicant's representative: Howards & Co., 1701 City Federal Building, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between points in De Kalb County, Ga., on the one hand, and, on the other, points within 150 miles of De Kalb County, Ga., for 180 days. Supporting shipper: Smyth Worldwide Movers, Inc., 11616 Aurora Avenue North, Seattle, Wash. 98133. Send protests to: B. R. McKenzie, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 107496 (Sub-No. 713 TA), filed March 10, 1969. Applicant: RUAN TRANSPORT CORPORATION, Third and Keosauqua Way, Des Moines, Iowa 50309. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Newsprint ink*, in bulk, from the plantsite of Frederick H. Levey Co., Chicago, Ill. to Detroit, Mich., for 150 days. Supporting shipper: Frederick H. Levey Co., 4250 West 42d Place, Chicago, Ill. 60632. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 107496 (Sub-No. 714 TA), filed March 10, 1969. Applicant: RUAN TRANSPORT CORPORATION, Third and Keosauqua Way, Des Moines, Iowa 50309. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Inedible blood*, in tank vehicles, from Monmouth, Ill., to Cedar Rapids, Iowa, for 150 days. Supporting shipper: Wilson & Co., Inc., Prudential Plaza, Chicago, Ill. 60601. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 107515 (Sub-No. 644 TA), filed March 10, 1969. Applicant: REFRIGERATED TRANSPORT CO., INC., Post Office Box 10799, Station A, Atlanta, Ga. 30310. Applicant's representative: B. L. Gundlach (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen, cooked, diced eggs*, in boxes, from Monroe City, Mo., to Birmingham, Ala.; Miami and

Orlando, Fla.; Atlanta, Ga.; Charlotte, N.C.; and Nashville, Tenn., for 150 days. Supporting shipper: Seymour Foods Co., Division of Norris Grain Co., Post Office Box 116, Topeka, Kans. 66601. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 112184 (Sub-No. 30 TA), filed March 7, 1969. Applicant: THE MANFREDI MOTOR TRANSIT COMPANY, Route 87, Newbury, Ohio 44065. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Boron trifluoride compressed gas* in shipper-owned trailers, from Cleveland, Ohio, to Baytown, Tex., with return of *empty shipper-owned trailers* from Baytown, Tex., to Cleveland, Ohio, under contract with The Harshaw Chemical Co., Division of Kewanee Oil Co., for 180 days. Supporting shipper: The Harshaw Chemical Co., Division of Kewanee Oil Co., 1945 East 97th Street, Cleveland, Ohio 44106. Send protests to: District Supervisor, G. J. Baccell, Interstate Commerce Commission, Bureau of Operations, 181 Federal Office Building, Cleveland, Ohio 44114.

No. MC 113388 (Sub-No. 88 TA), filed March 10, 1969. Applicant: LESTER C. NEWTON TRUCKING CO., Post Office Box 265, Bridgeville, Del. Applicant's representative: William J. Augello, Jr., Bar Building, 36 West 44th Street, New York, N.Y. 10036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Syracuse, N.Y., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, and Rhode Island, for 180 days. Supporting shipper: Empire Freezers of Syracuse, Inc., Post Office Box 770, Syracuse, N.Y. 13201 (James Davitt, Vice President). Send protests to: Paul J. Lowry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 206 Old Post Office Building, 129 East Main Street, Salisbury, Md. 21801.

No. MC 113678 (Sub-No. 342 TA), filed March 10, 1969. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. 80216. Applicant's representative: Oscar Mandel (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Denver, Colo., to points in Alabama, Texas, and Oklahoma, for 180 days. Supporting shippers: Foster Frosty Foods, Inc., 1421 Oneida Street, Denver, Colo. 80220; Mapelli Brothers Co., 1624 Market Street, Post Office Box 5103 T.A., Denver, Colo. 80217. Send protests to: District Supervisor Herbert C. Ruoff, Bureau of Operations, Interstate Commerce Commission, 2022 Federal Building, Denver, Colo. 80202.

No. MC 114312 (Sub-No. 12 TA), filed March 6, 1969. Applicant: ABBOTT TRUCKING, INC., Route No. 3, Box 74, Delta, Ohio 43515. Applicant's representative: Noel F. George, 100 East Broad

Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fertilizer materials*, from Toledo, Ohio, to points in New York; and (2) *feed, feed ingredients, and grain products*, from Toledo, Ohio, to points in New York, Pennsylvania, West Virginia, Illinois, and Wisconsin, for 180 days. Supporting shipper: The Andersons, Post Office Box 119, Maumee, Ohio 43537. Send protests to: District Supervisor Keith D. Warner, Bureau of Operations, Interstate Commerce Commission, 5234 Federal Office Building, 234 Summit Street, Toledo, Ohio 43604.

No. MC 118159 (Sub-No. 65 TA), filed March 10, 1969. Applicant: EVERETT LOWRANCE, INC., 4916 Jefferson Highway, Post Office Box 10216, New Orleans, La. 70121. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carbonated beverages*, in containers, from Gretna, La., to points in Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Texas, and points in Florida west of the Apalachicola River, for 180 days. Supporting shipper: The Louisiana Coca-Cola Bottling Co., Ltd., 1050 South Jefferson Davis Parkway, Post Office Drawer 50400, New Orleans, La. 70150. Send protests to: W. R. Atkins, District Supervisor, Bureau of Operations, Interstate Commerce Commission, T-4009 Federal Building, 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 124078 (Sub-No. 365 TA), filed March 7, 1969. Applicant: SCHWERMANN TRUCKING CO., 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: Richard H. Prevett (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fly ash*, in bulk, which will have a prior interstate movement by rail, from Portsmouth, Ohio, to points at or near Lucasville, Ohio, and Maysville, Ky., for 180 days. Supporting shipper: Dayton Fly Ash Co., Inc., 2101 Dryden Road, Dayton, Ohio 45439 (Dennis Jones, Vice President). Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 124377 (Sub-No. 10 TA) (Correction), filed February 27, 1969, published FEDERAL REGISTER, issue of March 7, 1969, and republished as corrected this issue. Applicant: REFRIGERATED FOODS, INC., 3200 Blake Street, Denver, Colo. 80205. Applicant's representative: Roger Sollenbarger, The 1650 Grant Street Building, Denver, Colo. 80203. 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 described in sections A and C of appendix I to the report in *Descriptions in Motor Carriers Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from the plantsite of Sigman Meat Co. at or near Brush, Colo., to the plantsite of Glover

Packing Co. at or near Roswell, N. Mex., for 150 days. NOTE: The purpose of this republication is to include the commodity meat byproducts, which was inadvertently omitted in previous publication. Supporting shipper: Sigman Meat Co., Inc., Post Office Box 5292 T.A., Denver, Colo. 80217. Send protests to: Charles W. Buckner, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2022 Federal Building, Denver, Colo. 80202.

No. MC 124920 (Sub-No. 7 TA), filed March 10, 1969. Applicant: LABAR's, INC., 310 Breck Street, Scranton, Pa. 18505. Applicant's representative: Fred Westfahl (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tubing*, iron or steel, from Cleveland, Ohio, to Wilkes-Barre, Pa., for 120 days. Supporting shipper: Toy Town Industries, Inc., 356 North Pennsylvania Avenue, Wilkes-Barre, Pa. 18703, and Roth Steel Tube Co., 1335 East 171st Street, Cleveland, Ohio 44110. Send protests to: Paul J. Kenworthy, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 309 U.S. Post Office Building, Scranton, Pa. 18503.

No. MC 125045 (Sub-No. 3 TA), filed March 10, 1969. Applicant: SHERMAN MOLDE, doing business as MOLDE TRUCKING COMPANY, 955 11¼ Street Southwest, Rochester, Minn. 55901. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul, Minn. 55114. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Ice cream*, from Rochester, Minn., to Janesville, Wis., for 150 days. Supporting shipper: Marigold Foods, Inc., 3939 University Avenue SE., Minneapolis, Minn. 55414. Send protests to: A. N. Spath, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 133233 (Sub-No. 5 TA), filed March 10, 1969. Applicant: CLARENCE L. WERNER, doing business as WERNER ENTERPRISES, 805 32d Avenue, Council Bluffs, Iowa 51501. Applicant's representative: Einar Viren, 904 City National Bank Building, Omaha, Nebr. 68102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, from points in Iowa to points in Idaho and Utah, for 150 days. Supporting shipper: Evans Trading Co., Inc., Post Office Box 1544, Ogden, Utah. Send protests to: Keith P. Kohrs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 705 Federal Office Building, Omaha, Nebr. 68102.

No. MC 133532 TA, filed March 10, 1969. Applicant: BENRUS TRUCKING DIVISION, Ben Rushefsky, 55-58 56th Drive, Maspeth, N.Y. 11378. Applicant's representative: Irving Abrams, 1776 Broadway, New York, N.Y. 10019. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pallet and storage*

racks; shelving and shelving sections; metal tubing, panels, grating and angles; parts and components of the aforesaid commodities; and supplies and equipment used in the erection thereof; from Newburgh, N.Y.; to Chicago, Ill.; Detroit, Mich.; New York, N.Y.; points in Nassau and Suffolk Counties, N.Y., and points in Bergen, Essex, Hudson, Middlesex, Passaic, and Union Counties, N.J., for 180 days. Supporting shipper: Dexion Manufacturing Co., Inc., Town of New Windsor (Post Office Address Newburgh), N.Y. Send protests to: Transportation Rate and Tariff Specialist Marvin Kampel, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-3338; Filed, Mar. 19, 1969;
8:48 a.m.]

[Notice 797]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MARCH 17, 1969.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 340) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 88203 (Sub-No. 4 TA), filed March 12, 1969. Applicant: OTIS WRIGHT & SONS, INC., Post Office Box 817, 1127 East Albert Street, Lima, Ohio 45802. Applicant's representative: Earl N. Merwin, 85 East Gay Street, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Scrap metal*, from Lima, Ohio, to Sharon, Pa., under a continuing contract with Lima Iron & Metal Co., Inc., Lima, Ohio, for 150 days. Supporting shipper: Lima Iron & Metal Co., Inc., East Fourth Street, Post Office Box 157, Lima, Ohio. Send protests to: Keith D.

Warner, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 5234 Federal Office Building, 234 Summit Street, Toledo, Ohio 43604.

No. MC 103654 (Sub-No. 144 TA), filed March 10, 1969. Applicant: SCHIRMER TRANSPORTATION COMPANY, INCORPORATED, 1145 Homer Street, St. Paul, Minn. 55116. Applicant's representative: H. L. Fabritz, Third and Keosauqua Way, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bentonite clay*, in bulk, from the plantsite of Hallett Minerals Co. at Burnett, Minn., to the port of entry on the international boundary line between the United States and Canada at International Falls, Minn., for 150 days. NOTE: Applicant requested the Ontario Highway Transport Board, Toronto, Canada, to grant it authority for continued service from the United States port of entry at Fort Francis, Ontario, to Atikokan, Ontario. Supporting shipper: Hallett Minerals Co., Post Office Box 7024, Duluth, Minn. 55807. Send protests to: District Supervisor A. E. Rathert, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 111545 (Sub-No. 118 TA), filed March 10, 1969. Applicant: HOME TRANSPORTATION COMPANY, INC., 1425 Franklin Road SE., Marietta, Ga. 30060. Applicant's representative: Robert E. Born, 1425 Franklin Road SE., Marietta, Ga. 30060. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings*, complete or in sections, mounted on wheeled undercarriages and trailers designed to be drawn by passenger automobiles; from South Hill, Va., to points in North Carolina, Tennessee, Kentucky, Illinois, Wisconsin, Michigan, Indiana, Ohio, West Virginia, Pennsylvania, Maryland, the District of Columbia, Delaware, New Jersey, New York, Connecticut, Massachusetts, Rhode Island, Maine, New Hampshire, and Vermont, for 180 days. Supporting shipper: Magnolia Homes of Virginia, Highway 56 East, Post Office Box 127, South Hill, Va. 23970. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 111812 (Sub-No. 376 TA), filed March 7, 1969. Applicant: MIDWEST COAST TRANSPORT, INC., Post Office Box 1233, 405½ East Eighth Street, Sioux Falls, S. Dak. 57101. Applicant's representative: Ralph H. Jinks (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemical products* described as deodorants, germicides, cleaning compounds, and related articles (except in bulk), from Madison, S. Dak., to Los Angeles and San Francisco, Calif.; Salt Lake City, Utah; New York, Rochester, Syracuse, and Buffalo, N.Y.; Linden, N.J.; Boston, Mass.; Landover, Md.; Cleveland and Toledo, Ohio; Pittsburgh

and Philadelphia, Pa.; for 180 days. Supporting shipper: Midlands Chemical Corp., 821 First Street SW., Madison, S. Dak. 57042, Thomas G. Leckey, Executive Vice President. Send protests to: J. L. Hammond, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 369, Federal Building, Pierre, S. Dak. 57501.

No. MC 114273 (Sub-No. 38 TA), filed March 7, 1969. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., 3930 16th Avenue SW., Cedar Rapids, Iowa 52404. Applicant's representative: Robert E. Konchar, 2720 First Avenue NE., Cedar Rapids, Iowa 52492. 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 (not including those requiring refrigeration), and commodities injurious or contaminating to other lading; between Waterloo, Iowa, on the one hand, and on the other, the junction of U.S. Highways 30 and 218; from Waterloo over U.S. Highway 218 to the junction of U.S. Highways 218 and 30, and return over the same route; between Waterloo, Iowa, and Marshalltown, Iowa, serving all intermediate points; from Waterloo, over U.S. Highway 63 to junction Iowa Highway 58; thence over Iowa Highway 58 to Grundy Center, Iowa; thence over Iowa Highway 14 to Marshalltown, and return over the same route, for 180 days. NOTE: Applicant intends to tack with MC 21170 in its entirety where practical. Supporting shippers: Mid Equipment Corp., Grundy Center, Iowa; Frederick Furniture, Inc., 703 G Avenue, Grundy Center, Iowa; Clay Equipment, Inc., Cedar Falls, Iowa; Plastronics, Inc., Grundy Center, Iowa; Ritchie Manufacturing, Conrad, Iowa; Acco Seed Division of Anderson-Clayton Co., Conrad, Iowa. Send protests to: Chas. C. Biggers, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 332 Federal Building, Davenport, Iowa 52801.

No. MC 117439 (Sub-No. 36 TA), filed March 10, 1969. Applicant: BULK TRANSPORT, INC., U.S. Highway 190, Post Office Box 89, Port Allen, La. 70767. Applicant's representative: John Schwab, P.O. Box 3036, Baton Rouge, La. 70821, 617 North Boulevard, Baton Rouge, La. 70802. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand-blasting grit*, in bulk, and in bags or other containers, from Mobile, Ala., to the facilities of F. B. Walker & Son Shipyard, and Graham Boatyard, Pascagoula, Miss.; Runyan Ship Repair, Pensacola, Fla.; Avondale Shipyard, Avondale, La., and Harvey, La.; Boland Machine & Manufacturing Co., New Orleans, La., for 180 days. Supporting shipper: Mineral Aggregates, Inc., Post Office Box 14258, Tampa, Fla. Send protest to: W. R. Atkins, District Supervisor, Interstate Commerce Commission, Bureau of Operations, T-4009 Federal Building, 701 Loyola Avenue, New Orleans, La. 70113.

No. MC 119531 (Sub-No. 110 TA), filed March 11, 1969. Applicant: DIECKBRADER EXPRESS, INC., 5391 Wooster Road, Cincinnati, Ohio 45226. Applicant's representative: Raymond C. Minks (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic containers*, from Gurnee, Ill., to Indianapolis, Ind., for 180 days. Supporting shipper: Liquid-Box Corp., 1300 Corrugated Way, Columbus, Ohio 43203. Send protests to: Emil P. Schwab, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1010 Federal Building, 550 Main Street, Cincinnati, Ohio 45202.

No. MC 124174 (Sub-No. 68 TA), filed March 11, 1969. Applicant: MOMSEN TRUCKING CO., a corporation, Highways 71 and 18 North, Spencer, Iowa 51301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glue stock hide trimmings*, from Pennacook, N.H., to Gowanda, N.Y., for 180 days. Supporting shipper: Peter Cooper Corporations, Gowanda, N.Y. 14070. Send protests to: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 304 Post Office Building, Sioux City, Iowa 51101.

No. MC 124807 (Sub-No. 9 TA), filed March 12, 1969. Applicant: JACK LINK TRUCK LINE, INC., Dyersville, Iowa 52040. Applicant's representative: John J. Goen, Dyersville, Iowa 52040. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, from Dubuque, Iowa, to Omaha, Nebr., for 180 days. Supporting shipper: Sugar Creek Foods, 450 East Illinois Street, Chicago, Ill. 60611. Send protests to: Chas. C. Biggers, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 332 Federal Building, Davenport, Iowa 52801.

No. MC 128930 (Sub-No. 1 TA), filed March 11, 1969. Applicant: HOSEPH V. HEENAN, doing business as HEENAN TRUCKING COMPANY, 9 Second Street, Tidoupe, Pa. 16351. Applicant's representative: Norman Stark, 615 Masonic Building, Erie, Pa. 16501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Steel trusses, steel weldments, and steel girders*, from Corry, Pa., to Freehold, N.J., for 120 days. Supporting shipper: Rogers Structural Steel Co., 256 Eagle Street, Box 68, Corry, Pa. 16407. Send protests to: Frank L. Calvary, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2109 Federal Building, 1000 Liberty Avenue, Pittsburgh, Pa. 15222.

No. MC 129537 (Sub-No. 4 TA), filed March 10, 1969. Applicant: OLIVER W. REEVES AND BOBBY G. REEVES, doing business as REEVES TRANSPORTATION, 5144 West Idlewild, Tampa, Fla. 33614. Applicant's representative: John C. Vogt, Jr., 707 Florida Avenue, Tampa, Fla. 33601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carpets and rugs*; (1) from points

in Carroll, Troupe, and Muscogee Counties, Ga., to points in Sarasota, Hillsborough, Pinellas, Manatee, Polk, Pasco, Brevard, Orange, Dade, Broward, Palm Beach, Volusia, Indian River, Seminole, St. Lucie, Martin, Charlotte, Lee, and Collier Counties, Fla.; (2) from points in Floyd, Bartow, Chattooga, Gordon, Whitfield, Murray, Catoosa, Walker, Carroll, Troupe, and Muscogee Counties, Ga., to points in Volusia, Seminole, Indian River, St. Lucie, Martin, Charlotte, Lee, and Collier Counties, Fla.; (3) from points in Floyd, Bartow, Chattooga, Gordon, Whitfield, Catoosa, and Walker Counties, Ga. (except Dalton, Rome, Calhoun, and Cartersville, Ga.), to points in Hillsborough and Pinellas Counties, Fla., and return of all rejected and returned goods from said counties in Florida to said counties in Georgia, for 180 days. Supporting shippers: There are approximately 15 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission, in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: District Supervisor Joseph B. Teichert, Interstate Commerce Commission, Bureau of Operations, Room 1226, 51 Southwest First Avenue, Miami, Fla. 33130.

No. MC 129998 (Sub-No. 3 TA), filed March 7, 1969. Applicant: HARLEY R. WILLIS AND JOHN H. WILLIS, a part-

nership, doing business as JOHNNY'S AUTO TRANSPORTERS, Portland, Ore. 97217. Applicant's representative: Lawrence V. Smart, Jr., 419 Northwest 23d Avenue, Portland, Ore. 97210. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Used motor vehicles*, in towaway and driveaway service, for the account of General Motors Acceptance Corp., between points in the United States, on the one hand, and, on the other, points in Oregon, Washington, Idaho, and Montana, and between points in Oregon, Washington, Idaho, and Montana, for 180 days. Supporting shippers: General Motors Acceptance Corp., 426 West Boone Avenue, Spokane, Wash. 99201; General Motors Acceptance Corp., 205 Sixth Avenue North, Seattle, Wash. 98109; General Motors Acceptance Corp., 311 Lloyd Plaza, 1425 Northeast Irving Street, Portland, Ore. 97232. Send protests to: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, 120 Southwest Fourth Avenue, Portland, Ore. 97204.

MOTOR CARRIER OF PASSENGERS

No. MC 99891 (Sub-No. 9 TA) (Correction), filed February 7, 1969, published FEDERAL REGISTER, issue of February 15, 1969, and republished as corrected this issue. Applicant: HENRY LIENHARD, doing business as ARROW COACH LINE,

2715 West 10th Street, Little Rock, Ark. 72204. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers, baggage, newspapers, light express, from Natchez, Miss., over unnumbered road to Mississippi Highway 33, thence over Mississippi Highway 33 to Centerville, Miss., thence Mississippi Highways 24 and 48 to McComb, Miss., and return serving all intermediate points, for 180 days. NOTE: Applicant intends to tack with MC 99891 and interline with Continental and Greyhound at Natchez, Miss., and Greyhound at McComb, Miss. The purpose of this republication is to include tacking and interlining information, which was inadvertently omitted in previous publication. Supporting shippers: There are approximately 18 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: William H. Land, Jr., District Supervisor, Interstate Commerce Commission, 2519 Federal Office Building, 700 West Capitol, Little Rock, Ark. 72201.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-3339; Filed, Mar. 19, 1969; 8:48 a.m.]

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