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MAIN READING ROOM

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Rules and Regulations

Title 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER D—REGULATIONS UNDER SOIL BANK ACT

[Amdt. 49]

PART 485—SOIL BANK

Subpart—Conservation Reserve Program for 1956 Through 1959

ANNUAL PAYMENTS

Section 485.163(b)(4) of the regulations governing the Conservation Reserve Program for 1956 through 1959, 21 F.R. 6289, is hereby amended to read as follows:

(4) If the Secretary authorizes grazing of the conservation reserve any time during the contract period in order to alleviate damage, hardship, or suffering caused by severe draught, flood, or other natural disaster as provided in § 485.157 (i)(2), no annual payment will be made for that part of the conservation reserve which is grazed for the year in which grazed unless the written consent by the Secretary to graze provides otherwise. The annual payment for any acreage grazed as authorized by the Secretary for other reasons after the first three years of the contract period shall be at a rate determined in accordance with regulations to be issued by the Secretary.

(Sec. 124, 70 Stat. 198; 7 U.S.C. 1812)

Effective date: May 18, 1961.

Signed at Washington, D.C., on May 18, 1961.

H. D. GODFREY,
Administrator,
Commodity Stabilization Service.

[F.R. Doc. 61-4825; Filed, May 23, 1961; 8:52 a.m.]

[Amdt. 14]

PART 485—SOIL BANK

Subpart—Conservation Reserve Program for 1960

ANNUAL PAYMENTS

Section 485.520(h) of the regulations governing the Conservation Reserve Program for 1960, 24 F.R. 7987 is hereby amended to read as follows:

(h) If the Secretary authorizes grazing of the conservation reserve any time during the contract period in order to alleviate damage, hardship or suffering caused by severe drought, flood or other natural disaster as provided in § 485.513 (i)(2), no annual payment will be made for that part of the conservation reserve which is grazed for the year in which grazed unless the written consent by the

Secretary to graze provides otherwise. The annual payment for any acreage grazed as authorized by the Secretary for other reasons after the first three years of the contract period shall be at a rate determined in accordance with regulations to be issued by the Secretary.

(Sec. 124, 70 Stat. 198; 7 U.S.C. 1812)

Effective date: May 18, 1961.

Signed at Washington, D.C., on May 18, 1961.

H. D. GODFREY,
Administrator,
Commodity Stabilization Service.

[F.R. Doc. 61-4824; Filed, May 23, 1961; 8:52 a.m.]

Title 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service and Commodity Stabilization Service (Marketing Agreements and Orders), Department of Agriculture

PART 962—FRESH PEACHES GROWN IN GEORGIA

Determination Relative to Expenses and Fixing of Rate of Assessment for 1961-62 Fiscal Period

Notice was published in the May 2, 1961, issue of the FEDERAL REGISTER (26 F.R. 3778) that consideration was being given to proposals regarding the expenses and the fixing of the rate of assessment for the 1961-62 fiscal period under the marketing agreement, as amended and Order No. 62, as amended (7 CFR Part 962), regulating the handling of fresh peaches grown in Georgia, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). After consideration of all relevant matters presented, including the proposals set forth in such notice which were submitted by the Industry Committee (established pursuant to said amended marketing agreement and order), it is hereby found and determined that:

§ 962.214 Expenses and rate of assessment for the 1961-62 fiscal period.

(a) *Expenses.* The expenses necessary to be incurred by the Industry Committee, established pursuant to the provisions of the said amended marketing agreement and order, to enable such committee to perform its functions, in accordance with the provisions thereof, during the fiscal period beginning March 1, 1961, will amount to \$16,408.80.

(b) *Rate of assessment.* The rate of assessment, which each handler who first handles peaches shall pay as his pro rata share of the aforementioned expenses in accordance with the applicable provisions of said amended marketing agreement and order, is hereby fixed at one cent (\$.01) per bushel basket of peaches (net weight 50 pounds), or its

equivalent of peaches in other containers or in bulk.

(c) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that: (1) the relevant provisions of said amended marketing agreement and this part require that the rate of assessment fixed for a particular fiscal period shall be applicable to all assessable peaches from the beginning of such period; and (2) the current fiscal period began on March 1, 1961, and the rate of assessment herein fixed will automatically apply to all assessable peaches beginning with such date.

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

Dated: May 18, 1961.

FLOYD F. HEDLUND,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61-4788; Filed, May 23, 1961; 8:48 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. F]

PART 206—TRUST POWERS OF NATIONAL BANKS

Custody of Trust Securities and Investments

1. Effective May 18, 1961, § 206.12 is amended to read as follows:

§ 206.12 Custody of trust securities and investments.

(a) The securities and investments of each trust shall be kept separate from the properties of the bank and shall be placed in the joint custody of two or more officers or employees of the bank designated for that purpose by the board of directors of the bank; and all such officers and employees shall be adequately bonded.

(b) The securities and investments of each trust shall be either:

(1) Kept separate from those of all other trusts,¹⁴ or

(2) Earmarked in a manner that adequately identifies the trust to which the particular security belongs. In such case, the records of the trust department

¹⁴ Except as provided in § 206.10(c) and § 206.17.

of the bank shall contain a full description, including bond and certificate numbers, of the securities so held.

2(a) The purpose of this amendment is to permit a national bank to earmark trust securities and investments for vault custody purposes as an alternate method of identifying the securities of separate trusts, pursuant to the requirements of this section.

(b) The notice, public participation, and deferred effective date described in section 4 of the Administrative Procedure Act are not followed in connection with this amendment for the reasons and good cause found as stated in § 262.2(e) of the Board's rules of procedure (Part 262), and especially because in connection with this amendment such procedures are unnecessary as they would serve no useful purpose.

(Sec. 11, 38 Stat. 262; 12 U.S.C. 248. Interpret or apply secs. 2-4, 24 Stat. 18, 19, sec. 1, 40 Stat. 1043, as amended, sec. 1, 44 Stat. 1225, as amended, sec. 11, 38 Stat. 261, as amended, 53 Stat. 68, as amended; 12 U.S.C. 30-33, 34, 248, 26 U.S.C. 584)

BOARD OF GOVERNORS OF THE
FEDERAL RESERVE SYSTEM,
[SEAL] KENNETH A. KENYON,
Assistant Secretary.

[F.R. Doc. 61-4783; Filed, May 23, 1961;
8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 7960 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

Hi-Glo Electronics Corp. et al.

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*. Subpart—Misbranding or mislabeling: § 13.1265 *Old, secondhand, reclaimed, or reconstructed product as new*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1880 *Old, used, or reclaimed as unused or new*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Hi-Glo Electronics Corporation et al., Goodrich, Mich., Docket 7960, Mar. 1, 1961]

In the Matter of Hi-Glo Electronics Corporation, a Corporation, and Sylvan Electronics Corporation, a Corporation, and Leonard M. Rozner, Individually and as an Officer of Said Corporations

Consent order requiring a manufacturer and its corporate sales agent in Goodrich, Mich., to cease representing falsely on labels and otherwise that their rebuilt television picture tubes which contained used parts were new in their entirety, and to clearly disclose that such tubes were rebuilt.

The order to cease and desist is as follows:

It is ordered, That respondents, Hi-Glo Electronics Corporation, a corporation, Sylvan Electronics Corporation, a corporation, and their officers, and Leonard M. Rozner, individually and as an officer of said corporations, and said respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of rebuilt television picture tubes containing used parts, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication, that said television picture tubes are new.

2. Failing to clearly disclose on the tubes, on the cartons in which they are packed, on invoices and in advertising, that said tubes are rebuilt containing used parts.

3. Placing any means or instrumentalities in the hands of others whereby they may mislead the public as to the nature and condition of their television picture tubes.

By "Decision of the Commission", etc., report of compliance was required as follows:

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

Issued: March 1, 1961.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 61-4780; Filed, May 23, 1961;
8:46 a.m.]

[Docket 8124 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

National Television Tube, Inc., and John Sansone

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*. Subpart—Misbranding or mislabeling: § 13.1265 *Old, second-hand, reclaimed, or reconstructed product as new*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1880 *Old, used, or reclaimed as unused or new*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, National Television Tube, Inc., et al., Saddle Brook, N.J., Docket 8124, Mar. 1, 1961]

In the Matter of National Television Tube, Inc., a Corporation, and John Sansone, Individually and as an Officer of Said Corporation

Consent order requiring a Saddle Brook, N.J., manufacturer to cease representing falsely on labels and otherwise that its rebuilt television picture tubes

which contained used parts were new in their entirety, and to clearly disclose that such tubes were rebuilt.

The order to cease and desist is as follows:

It is ordered, That respondents National Television Tube, Inc., a corporation, and its officers, and John Sansone, individually and as an officer of said corporation, and said respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of rebuilt television picture tubes containing used parts, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication, that said television pictures tubes are new.

2. Failing to clearly disclose on the tubes, on the cartons in which they are packed, on invoices, and in advertising, that said tubes are rebuilt and contain used parts.

3. Placing any means or instrumentality in the hands of others whereby they may mislead the public as to the nature and condition of their television picture tubes.

By "Decision of the Commission", etc., report of compliance was required as follows:

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

Issued: March 1, 1961.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 61-4781; Filed, May 23, 1961;
8:46 a.m.]

[Docket 8141 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

West-ward, Inc., and Samuel G. Goldstein

Subpart—Advertising falsely or misleadingly: § 13.40 *Conditions of manufacture*; § 13.175 *Quality of product or service*; § 13.265 *Tests and investigations*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, West-ward, Inc., et al., New York, N.Y., Docket 8141, Mar. 1, 1961]

In the Matter of West-ward, Inc., a Corporation, and Samuel G. Goldstein, Individually and as an Officer of Said Corporation

Consent order requiring New York City distributors of drugs to retailers, hospitals, the U.S. Government, etc., to cease representing falsely in advertisements in catalogs and periodicals, letters and other mail that they employed a "quality control system"; that assays and quanti-

tative analyses were made of each of their numerous preparations and in their own laboratories; and that the stability of certain of their enteric coated tablets had been established as to potency and disintegration characteristics.

The order to cease and desist is as follows:

It is ordered, That respondents, Westward, Inc., a corporation, and its officers, and Samuel G. Goldstein, individually and as an officer of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of drugs or food do forthwith cease and desist, directly or indirectly:

1. Disseminating or causing to be disseminated any advertisement by means of the United States mails or by any means in commerce, as "commerce" is defined in the Federal Trade Commission Act, which advertisement:

(a) Uses the terms "quality control", "quality control system" or "control system", or any other words or terms of similar import or meaning; or

(b) Represents, directly or indirectly:

- (1) That respondents have an adequate control system, or misrepresents the nature or extent of the procedures used by them in the manufacture, preparation or distribution of drugs or food.
- (2) That a quantitative analysis is made of each of respondents' preparations to determine the amount of each of the active ingredients contained therein.
- (3) That respondents have established the stability as to potency or disintegration characteristics of their enteric coated tablets, unless such is the fact.
- (4) That respondents perform assays in their own laboratories on all of the preparations offered for sale and sold by them.

2. Disseminating or causing the dissemination of any advertisement by any means for the purpose of inducing or which is likely to induce, directly or indirectly, the purchase in commerce, as "commerce" is defined in the Federal Trade Commission Act, of said preparations, which advertisement contains any of the terms or representations prohibited in paragraph 1 hereof.

By "Decision of the Commission", etc., report of compliance was required as follows:

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

Issued: March 1, 1961.
By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 61-4782; Filed, May 23, 1961; 8:47 a.m.]

Title 31—MONEY AND FINANCE: TREASURY

Chapter II—Fiscal Service, Department of the Treasury

[Dept. Circular 750, Rev., 14th Amdt., 1961]

PART 321—PAYMENTS BY BANKS AND OTHER FINANCIAL INSTITUTIONS IN CONNECTION WITH THE REDEMPTION OF UNITED STATES SAVINGS BONDS

Specific Limitations on Payment Authority

MAY 16, 1961.

Section 321.9 of Treasury Department Circular No. 750, Revised, dated June 30, 1945, as amended and supplemented (31 CFR Part 321), is hereby amended to read as follows:

§ 321.9 Specific limitations of payment authority.

An agent is not authorized to pay a bond:

(a) If the bond is presented for payment prior to the expiration of two months from the issue date (the issue date should not be confused with the date appearing in the issuing agent's dating stamp). Any payment or advance to a bond owner before a bond is eligible for redemption is not authorized in any circumstance.

(b) If the agent does not know or cannot establish to its complete satisfaction the identity of the person requesting payment as the owner of the bond (including the establishment of the identity of parents requesting payment on behalf of minor children, as set forth in § 321.8(b)).

(c) If the owner requesting payment (form for which appears on the back of each bond) does not sign his name in ink as it is inscribed on the face of the bond and show his home or business address. (See also § 321.8 (a) and (b) and § 321.10 (d).)

(d) If the bond appears to bear a material irregularity, for example, an altered, illegible, incomplete, or unauthorized inscription, issue date or issuing agent's validating stamp impression; or if a bond appears to be altered, or is mutilated or defaced in such a manner as to create doubt or arouse suspicion with respect to the bond or any essential part thereof.

(e) If Treasury Department regulations require the submission of documentary evidence to support the redemption of the bond, as in the case of deceased owners, incompetents or minors under legal guardianship or the change of an owner's name as inscribed on a bond if for any reason other than marriage.

(f) If the owner named on the bond and requesting payment is a minor who, in the opinion of the agent, is not of sufficient competency and understanding to execute the request for payment and comprehend the nature of such act.

(Note the authority granted to agents to make payments of bonds to either parent on behalf of a minor child under the provisions of § 321.8(b).)

(g) If it is known to the agent that the owner has been declared, in accordance with law, incompetent to manage his estate.

(h) If partial redemption is requested.

Attention is directed to § 321.17 for handling bonds of the foregoing classes of cases which may not be paid by agents.

ROBERT V. ROOSA,
Under Secretary of the Treasury
for Monetary Affairs.

[F.R. Doc. 61-4801; Filed, May 23, 1961; 8:50 a.m.]

Title 32—NATIONAL DEFENSE

Chapter V—Department of the Army SUBCHAPTER D—MILITARY RESERVATIONS AND NATIONAL CEMETERIES

PART 552—REGULATIONS AFFECTING MILITARY RESERVATIONS

Use of Department of the Army Real Estate

Sections 552.5 through 552.9 are revoked, and new §§ 552.50 through 552.74 are prescribed as follows:

Sec.	Purpose.
552.50	Purpose.
552.51	Definitions.
552.52	Policy.
552.53	Determination of availability.
552.54	Responsibility of Chief of Engineers.
552.55	General authority to lease Army controlled real estate.
552.56	Leasing land to produce price supported crops.
552.57	Leasing of land for Capehart Housing.
552.58	Leases in reservoir areas of military installations.
552.59	Rights-of-way or easements for power lines and communication facilities.
552.60	Rights-of-way or easements for pipelines.
552.61	Rights-of-way or easements for various purposes.
552.62	Rights-of-way for ferries, bridges, and livestock.
552.63	Consideration payable to the United States for rights-of-way.
552.64	Licenses under administrative power of the Secretary.
552.65	Examples of licenses which may be granted under administrative power.
552.66	Licenses for ROTC use of Army Reserve Centers at educational institutions.
552.67	Licenses for civic use of Army Reserve Centers.
552.68	Licenses for archaeological excavations.
552.69	Licenses to American National Red Cross.
552.70	Licenses to Young Men's Christian Association.
552.71	Licenses to States for National Guard purposes.
552.72	Consideration payable to United States for use by license.
552.73	Grants requiring enabling legislation.
552.74	Loan of real property for veterans' conventions.

AUTHORITY: §§ 552.50 to 552.74 issued under sec. 3012, 70A Stat. 157; 10 U.S.C. 3012.
SOURCE: AR 405-80, 24 April 1961.

§ 552.50 Purpose.

Sections 552.50-552.74 sets forth the authority, policy, responsibility, and procedure for making real estate, under the control of the Department of the Army, available for use by other military departments, by other Federal agencies, by local governmental agencies, or by private individuals or organizations.

§ 552.51 Definitions.

As used in §§ 552.50-552.74 the definitions shown below apply. For other definitions see § 552.31.

(a) *Lease.* A lease is a conveyance of an interest in real estate for a term of years, revocable at will or as otherwise provided in the instrument, in consideration of a return of rent.

(b) *License.* A license is a bare authority to do a specified act or acts upon the land of the licensor without possessing or acquiring any real estate interest therein.

(c) *Permit.* A permit is the temporary authority conferred on one Government agency to use property under the jurisdiction of another Government agency.

(d) *Easement.* An easement is a right to use real property for the purpose or purposes specified in the grant.

§ 552.52 Policy.

(a) *Surveillance.* Commanders will maintain constant surveillance over real estate under their jurisdiction to determine whether any of it is excess to requirements, or may be made available for other Army use, or may be made available for use for other than Army purposes. When an installation is in an inactive status, the presumption is that it is available for other military or Federal use or for outleasing unless there are cogent reasons that such action should not be taken. The purpose of this rule is to put to beneficial use Federal property, which is not for the time required for its basic use, for the benefit of other Federal agencies, the local economy, or for the benefits accruing to the United States from the income or savings of maintenance, protection, repair, or restoration.

(b) *Preference.* Any real estate under the control of the Department of the Army which is made available for use for other than Army purposes will be made available for use by other military departments, other Federal agencies, and parties other than Federal departments or agencies, in that order.

(c) *Competition.* The use of real estate under the control of the Department of the Army for private purposes will be granted only after reasonable efforts have been made to obtain competition for its use, through advertising. Advertising is any method of public announcement intended to aid directly or indirectly in obtaining offers on a competitive basis. Advertising may be accomplished by circulating and posting notices and by paid advertising in newspapers and trade journals. The purpose of seeking competition is to afford all

qualified persons equal opportunity to bid for the use of the property, to secure for the Government the benefits which flow from competition, and to prevent criticism that favoritism has been shown by officers or employees of the Government in making public property available for private use. Exceptions to this policy are as follows:

(1) Granting easements, leases, and licenses to public agencies and public utilities.

(2) Granting permits to other Federal agencies.

(3) Leasing cable pairs.

(4) Leases or licenses to utility companies having an exclusive franchise in the area, for space on Government-owned poles for attaching their electric transmission communication lines.

(5) The Chief of Engineers is authorized to make certain exceptions to the policy within limitations prescribed by the Secretary of the Army.

(6) Any other cases where the Secretary of the Army determines that a waiver of competition will promote the national defense or will be in the public interest or where competition is impracticable.

(d) *Commercial advertising on reservations.* The Department of the Army will not authorize the posting of notices or erection of billboards or signs for commercial purposes on property under its control.

(e) *Grants which may embarrass the Department of the Army.* The Department of the Army will not authorize the use of property under its control for any purpose when the proposed use or the revocation of such use might prove embarrassing to the Department of the Army.

(f) *Public safety.* The Department of the Army will not authorize the use of lands or buildings and improvements which are contaminated with explosives or toxic materials, or other innately or potentially harmful elements, for non-military purposes when such action might endanger lives or property.

(g) *Subleases.* Army property leased to private enterprises or to local government units will not be subleased for direct or indirect use by another Federal Government agency or contractor without prior approval of the Secretary of the Army.

(h) *Exceptions.* The Secretary of the Army may make an exception to any provision of §§ 552.50 to 552.74 not specifically required by law.

§ 552.53 Determinations of availability.

Responsibility for determining real estate to be available for non-Army use is the function of the Army commander, head of the using service, or the Deputy Chief of Staff for Logistics.

§ 552.54 Responsibility of Chief of Engineers.

After it is determined that real estate is available for non-Army use, the Chief of Engineers, except as may be hereinafter provided, is charged with responsibility for arranging for the use of real estate within the scope of §§ 552.50 to 552.74. In the performance of this function the Chief of Engineers is authorized

to obtain such technical assistance of the using service as he may deem necessary. This responsibility extends to and includes the granting of temporary use of Department of the Army real estate reported excess to the General Services Administration, to the extent authorized by regulations issued pursuant to the Federal Property and Administrative Services Act of 1949, as amended. The Chief of Engineers is also responsible for supervision and issuance of instructions covering the granting of use of all Army real estate. Where commanders are authorized to grant use of real estate, they will be guided by the procedures established by the Chief of Engineers.

§ 552.55 General authority to lease Army-controlled real estate.

Title 10, United States Code, section 2667, authorizes the Secretary of the Army, whenever he shall deem it to be advantageous to the Government, to lease such real or personal property under his control which is not excess and which is not for the time required for public use, to such lessee or lessees and upon such terms and conditions as in his judgment will promote the national defense or will be in the public interest.

(a) *Term of lease.* Each lease will be for a period not exceeding 5 years unless the Secretary of the Army shall determine that a longer period will promote the national defense or will be in the public interest.

(b) *Mandatory revocation clause in lease.* Each lease will contain a provision permitting the Secretary of the Army to revoke the lease at any time, unless the Secretary of the Army shall determine that the omission of such provision from the lease will promote the national defense or will be in the public interest. In any event, each lease shall be revocable by the Secretary of the Army during a national emergency declared by the President.

(c) *Rent or consideration for use by lease.* Unless otherwise directed by the Secretary of the Army, consideration for leases will be not less than the appraised monetary fair market rental value except that there may be accepted, as all or part of the fair market rental value consideration, the maintenance, protection, repair, or restoration by the lessee of the property leased, or of the entire unit or installation, where a substantial part of it is leased. The value of such maintenance, protection, repair or restoration, when added to the amount of the monetary payment to be made by the lessee, must equal not less than the amount of the appraised fair market rental value.

(d) *Deposit of payments made by lessee for utilities or services.* In the event utilities or services shall be furnished by the Army to the lessee in connection with any lease, payments therefor may be deposited into the Treasury to the credit of the appropriation from which the cost of furnishing them was paid.

(e) *Restriction against leasing for mineral purposes.* The leasing authority does not permit leasing for exploitation of oil, mineral, or phosphate lands, but does not prohibit the lease of lands that may contain oil, mineral, or phos-

phate provided the lease is granted for purposes not involving the use or taking of such substances.

(f) *Taxation of lessee's interest.* The lessee's interest, made or created pursuant to the authority granted, will be made subject to State or local taxation. Any such lease will contain a provision that if and to the extent that such property is later made taxable by State and local governments by acts of Congress, the terms of such lease will be renegotiated.

§ 552.56 Leasing land to produce price supported crops.

In order to support efforts to bring agricultural production in line with markets, Federal policy generally prohibits leases which allow lessees to grow price-supported crops designated by the Department of Agriculture to be in surplus supply. The Secretary of the Army has delegated to the Chief of Engineers very limited authority to renew certain such leases where prior commitments have been made.

§ 552.57 Leasing of land for Capehart Housing.

Under the provisions of section 805 of Title VIII of the National Housing Act, as amended (12 U.S.C. 1748d) the Secretary of the Army, whenever he determines that it is necessary to lease real property to effectuate the construction of Capehart Housing on Army installations, is authorized to lease such property to a mortgagor-builder for the construction of a Capehart Housing project. The Chief of Engineers is responsible for preparation of leases.

§ 552.58 Leases in reservoir areas of military installations.

The Secretary of the Army is authorized to grant leases for park, recreational, and other purposes in reservoir areas on military reservations (16 U.S.C. 460d).

§ 552.59 Rights-of-way or easements for power lines and communication facilities.

The act of 4 March 1911 (36 Stat. 1253) as amended (43 U.S.C. 961) authorizes the Secretary of the Army to grant easements for rights-of-way for periods not exceeding 50 years, for electric power lines, communication lines, and for radio, television, and other forms of communication transmitting, relay, and receiving structures and facilities, over, across, and upon lands under his control, upon a finding that the grant will not be incompatible with the public interest.

§ 552.60 Rights-of-way or easements for pipelines.

Title 10, United States Code, section 2669, authorizes the Secretary of the Army to grant easements for rights-of-way for gas, water, and sewer pipelines across lands under his control, provided that such grants will be in the public interest and will not substantially injure the interest of the United States in the property affected thereby.

§ 552.61 Rights-of-way or easements for various purposes.

Title 10, United States Code, section 2668, authorizes the Secretary of the Army to grant easements for rights-of-way across lands under his control upon a finding that the grant will not be against the public interest for the following purposes:

- (a) Railroad tracks.
- (b) Oil pipelines.
- (c) Substations for electric power transmission lines, telephone lines, and telegraph lines, and pumping stations for gas, water, sewer, and oil pipelines.
- (d) Canals.
- (e) Ditches.
- (f) Flumes.
- (g) Tunnels.
- (h) Dams and reservoirs in connection with fish and wildlife programs, fish hatcheries, and other fish-cultural improvements.
- (i) Roads and streets.
- (j) Any other purpose which is properly the subject of a right of way, except a purpose covered by §§ 552.59 and 552.60.

§ 552.62 Rights-of-way for ferries, bridges, and livestock.

Title 10, United States Code, section 4777, authorizes the Secretary of the Army to allow the landing of ferries and erection of bridges on, and the driving of livestock across, military reservations.

§ 552.63 Consideration payable to the United States for rights-of-way.

Although no provision in the statutes authorizing grants of rights-of-way or easements requires that compensation be paid to the United States, all such grants will reserve an adequate consideration not less than that charged by private interests in the vicinity except grants to States, counties, municipalities, or political subdivisions thereof, which are for public purposes.

§ 552.64 Licenses under administrative power of the Secretary.

By revocable license terminable at his discretion as the public interest may require, the Secretary of the Army may authorize the use of Federal real estate under his control, provided the property is not for the time required for public use, the license conveys no interest therein, and the proposed use will be of direct benefit to the United States. (See 35 Op. Atty. Gen. 485, 489, and 22 Comp. Gen. 563.) This authority is not to be invoked if there is statutory authority for granting the permission desired.

§ 552.65 Examples of licenses which may be granted under administrative power.

- (a) License to explore for (but not remove) minerals on acquired lands.
- (b) License to remove gravel and borrow material for interior and access roads. If only access roads are involved, the resulting benefit to the Government must be over and above that to the general public.
- (c) License to deposit fill on marsh areas, resulting in improvement to Government's property.

(d) License to use Government poles and underground conduits for utility and communications lines serving the Government exclusively.

§ 552.66 Licenses for ROTC use of Army Reserve Centers at educational institutions.

ROTC units of an educational institution on whose land an Army Reserve Center is located may be granted use of the center under the following conditions:

- (a) Use of "common space" in the training center may be granted to the educational institution concerned by license, revocable at will, and without rental charge.
- (b) Such licenses will be restricted to such periods as will not cause any interference with the use of the training center by the Army Reserve and will be on a "noninterference" and "as available" basis.
- (c) Licenses will not include technical, office, administrative, or storage facilities.
- (d) The educational institution concerned will be required to reimburse the Army for utilities and services furnished by the Army.

§ 552.67 Licenses for civic use of Army Reserve Centers.

In order to promote public relations in communities where Army Reserve Centers have been constructed, local civic and similar nonprofit organizations may be permitted to use the armory facilities during such periods that will not cause any interference with the primary use thereof for the administration and training of the Reserve components of the Armed Services of the United States.

§ 552.68 Licenses for archaeological excavations.

The Secretary of the Army may allow the excavation of ruins, excavation of archaeological sites, and the gathering of objects of antiquity upon Army lands by institutions which are deemed properly qualified to conduct such examination, excavation, or gathering. Gatherings must be undertaken for the benefit of reputable museums, universities, colleges, or other recognized scientific or educational institutions, with a view to increasing the knowledge of such objects and the gatherings will be made for permanent preservasions in public museums (16 U.S.C. 432).

§ 552.69 Licenses to American National Red Cross.

Title 10, United States Code, section 2670, authorizes the Secretary of the Army to grant revocable licenses permitting the erection and maintenance by the American National Red Cross on military reservations, of buildings suitable for the storage of supplies for the aid of the civilian population in case of serious national disaster, or the occupation for that purpose of buildings erected by the United States.

§ 552.70 Licenses to Young Men's Christian Association.

Title 10, United States Code, section 4778, authorizes the Secretary of the Army to grant revocable licenses permitting the erection and maintenance by the Young Men's Christian Association on military reservations, of such buildings as their work for the promotion of the social, physical, intellectual, and moral welfare of the garrisons may require.

§ 552.71 Licenses to States for National Guard purposes.

Pursuant to the authority contained in Title 32, U.S.C. section 503, the Secretary of the Army is authorized to grant revocable licenses to the States and territories for the use and occupancy of installations or portions thereof by the National Guard. Such licenses do not authorize the States to assign or sublet the property, or to use the property for other than National Guard purposes. A license may not be granted for the erection of a permanent National Guard Armory without specific congressional authority.

§ 552.72 Consideration payable to United States for use by license.

When a license is granted under the authority of an easement or leasing statute, the same rule will apply in regard to consideration as is applicable to the granting of an easement or lease under the statute. Since the administrative power may be relied upon for the grant of a license only when such grant is of a direct benefit to the Government, such grants may be made without consideration.

§ 552.73 Grants requiring enabling legislation.

Except as indicated in §§ 552.50-552.74, enactment of enabling legislation is required to authorize the Secretary of the Army to grant an interest in real estate under his control.

§ 552.74 Loan of real property for veterans' convention.

Without reference to higher authority, Army commanders or the Commanding General, Military District of Washington, U.S. Army, may lend certain Army real property (including the use of unoccupied barracks) to national veterans' organizations for use at State and national conventions or at national youth or recreational tournaments sponsored by those organizations.

BRUCE EASLEY,
Major General, U.S. Army,
Acting The Adjutant General.

[F.R. Doc. 61-4772; Filed, May 23, 1961; 8:45 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

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

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 2279]

[Colorado 025884]

COLORADO

Withdrawing Lands for Use of the Forest Service as Recreation Areas (Taylor River)

Correction

In F.R. Doc. 61-1906, appearing at page 1911 of the issue for Saturday, March 4, 1961, the entire land description for the Lake View Recreation Area should read as follows:

Lake View Recreation Area

T. 14 S., R. 82 W.,
Sec. 19, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$
NW $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ and SW $\frac{1}{4}$
NE $\frac{1}{4}$ SE $\frac{1}{4}$.

[Public Land Order 2333]

[South Dakota]

MONTANA

Withdrawing Lands for Reclamation Purposes (Deerfield Reservoir, Rapid Valley Project); Partly Revoking Reclamation Withdrawal (Angostura Unit, Missouri River Basin Project)

Correction

In F.R. Doc. 61-3602, appearing at page 3425 of the issue for Friday, April 21, 1961, the land description under Montana 037750 SD should read as follows:

BLACK HILLS MERIDIAN

T. 1 N., R. 3 E.,
Sec. 30C, lot 4.

[Public Land Order 2391]

[1360411]

ALASKA

Withdrawing Lands for Use of Bureau of Indian Affairs for School Purposes; Partly Revoking Executive Order No. 5289 of March 4, 1930

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

1. Subject to valid existing rights, the following-described public lands are hereby withdrawn from all forms of appropriation under the public land laws, including the mining but not the mineral

leasing laws nor disposals of materials under the Act of July 31, 1947 (61 Stat. 681; 30 U.S.C. 601-604), as amended, and reserved under the jurisdiction of the Bureau of Indian Affairs for school purposes:

EGEGIK

Beginning at Corner 4, U.S. Survey 485; thence
West, 475 feet;
South, 550 feet;
East 475 feet to a point on line 3-4, U.S. Survey 485;
North, 550 feet along line 3-4, U.S. Survey 485 to the point of beginning.

Containing 6 acres.

2. Executive Order 5289 of March 4, 1930, which reserved lands not to exceed 40 acres at each of several places in Alaska for use of the Office of Education is hereby revoked so far as it affects lands at Egegik.

JOHN M. KELLY,
Assistant Secretary of the Interior.

MAY 18, 1961.

[F.R. Doc. 61-4786; Filed, May 23, 1961; 8:47 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 33—SPORT FISHING

Salt Plains National Wildlife Refuge, Oklahoma

The following supplemental 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.

OKLAHOMA

SALT PLAINS NATIONAL WILDLIFE REFUGE

The special regulation permitting sport fishing on the Salt Plains National Wildlife Refuge, Oklahoma, § 33.5, published December 22, 1960, in the FEDERAL REGISTER (25 F.R. 13237), is supplemented to provide that the open fishing area of the refuge be extended to include all of the right-of-way of Oklahoma State Highway 11 within the refuge and the three main channels of the Salt Fork River from State Highway 11 to the north boundary of the refuge.

The provisions of this supplemental special regulation are effective from date of publication through October 15, 1961.

Dated: May 16, 1961.

JOHN C. GATLIN,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

[F.R. Doc. 61-4785; Filed, May 23, 1961; 8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 81]

INSPECTION OF POULTRY AND POULTRY PRODUCTS

Notice of Proposed Rule Making

Notice is hereby given that the United States Department of Agriculture is considering amendments to the Regulations Governing the Inspection of Poultry and Poultry Products (7 CFR Part 81, as amended) pursuant to authority contained in the Poultry Products Inspection Act (71 Stat. 441; 21 U.S.C. 451 et seq.).

The proposed amendments would incorporate into the regulations specific moisture tolerances for various classes of poultry. It is necessary that ready-to-cook poultry be thoroughly washed following evisceration and immediately thereafter chilled to preserve its wholesomeness. During these processes, poultry is in contact with an abundance of clean, cold water and, as a result, some moisture is absorbed and retained. That amount of moisture that is unavoidably added to the product during sound and acceptable operating practices is permitted, but any excesses are not tolerated.

The Department first set water absorption limits a year ago, in May 1960, in the form of instructions to poultry inspectors and official plants, pursuant to a section of the inspection regulations which states: "With respect to poultry that is to be consumer packaged or frozen, or both, chilling and draining procedures shall be such as will minimize moisture absorption and retention at time of packaging." This regulation did not apply to ice-packed poultry (non-consumer packaged) which at that time did not present a problem in excess water absorption.

The amendment to the regulations now proposed will extend the controls on water absorption to ice-packed poultry, and incorporate in the official regulations the controls on water absorption by poultry that is to be consumer packaged or frozen. The proposal would reduce the previously set limit on water absorption by heavy turkeys.

This action became necessary because new processing equipment and techniques coming into use have tended to increase water pick-up by poultry beyond what is considered necessary.

To market the scrupulously clean, completely ready-to-cook poultry American consumers expect and deserve—and in fact required under Federal inspection—poultry processors must use large quantities of water. Good sanitation requires that the birds be thoroughly washed at various stages of processing. Then as soon as the evisceration process is completed, the body heat must be

quickly removed and the birds chilled rapidly to 40° F. or less to preserve their wholesomeness and good eating quality. The best means of accomplishing this is to use ice and water or refrigerated water. Some absorption of this water by the poultry has been inevitable and acceptable in good commercial practice ever since the advent of read-to-cook processing some 20 years ago.

While recognizing this fact, the Department, in the public interest, is continuing to take every precaution to prevent unnecessary water absorption which may occur during the washing and chilling process. Work on the problem began in January 1959 when the Poultry Products Inspection Act went into effect, giving the U.S. Department of Agriculture jurisdiction over the matter. There was then little information available on the subject and it was necessary first to conduct a study and collect data to determine the normal moisture level resulting from good processing and chilling techniques. The studies made indicated that through the use of certain washing and chilling procedures moisture absorption levels as high as 20 percent were accomplished. However, the level of absorption experienced when the long recognized good commercial operating procedures were used serve as the base for the proposed amendments.

First results of this study, which has now been under way for two years, were used last May to set the preliminary limits on water absorption and retention on consumer packaged and frozen whole carcass poultry. This was done in recognition of the fact that the moisture absorbed is frozen and thus retained throughout the marketing process. With the further information now available, it is proposed to reduce one of the earlier limits and extend the control of water absorption to all styles of packaging.

All persons who desire to submit written data, views or arguments in connection with the proposed amendments should file the same, in triplicate, with the Chief of the Standardization and Marketing Practices Branch, Poultry Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than 30 days following publication of this notice in the FEDERAL REGISTER.

The proposed amendments are:

Delete § 81.50(b) (3) (ii) and add the following:

(ii) Poultry washing, chilling, and draining practices and procedures shall be such as will minimize moisture absorption and retention. The Administrator is authorized to prohibit operating procedures and devices that contribute to increased moisture absorption and retention in poultry products. Such practices include, but are not limited to, the heating of water used to wash and chill poultry, the use of chemicals in chilling media, excessive agitation of the poultry or the chilling media, and the use of

high-pressure needle-like sprays in washers.

(iii) With respect to poultry that is to be consumer packaged or frozen or both, the maximum moisture absorption and retention during the washing, chilling and draining processes shall not exceed at the time of packaging the percentage tolerances set forth in the following table:

Kind and weight of poultry ready-to-cook	Percent increase in weight over weight prior to washing	
		Percent
Turkeys.....	20 pounds and over....	4½
Do.....	10 to 20 pounds.....	6
Do.....	Under 10 pounds.....	8
Chickens.....	5 pounds and under.....	8
All other kinds and weights of poultry.	6

(iv) With respect to poultry that is to be ice packed, the maximum amount of moisture that is permitted to be absorbed shall not exceed 12 percent at time of ice packing. The loss of moisture during holding and transportation results in moisture retention that is within the tolerances specified in subparagraph (iii).

(v) Tests shall be made as often as necessary to assure compliance with the moisture tolerances specified in this section.

(vi) The temperature of the chilling media in poultry chilling equipment shall not exceed 65° F. in the warmest part of the chilling system.

(Sec. 14, 71 Stat. 447; 21 U.S.C. 463)

Issued at Washington, D.C., this 19th day of May 1961.

ROY W. LENNARTSON,
Deputy Administrator,
Agricultural Marketing Service.

[F.R. Doc. 61-4791; Filed, May 23, 1961; 8:48 a.m.]

[7 CFR Part 969]

HANDLING OF AVOCADOS GROWN IN SOUTH FLORIDA

Notice of Proposed Rule Making With Respect to Expenses and Fixing of Rate of Assessment for the 1961-62 Fiscal Year

Consideration is being given to the following proposals submitted by the Avocado Administrative Committee established under the marketing agreement, as amended, and Order No. 69 (7 CFR Part 969) regulating the handling of avocados grown in south Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer the terms and provisions thereof:

(a) That the Secretary of Agriculture find that expenses not to exceed \$6,700 will be necessarily incurred by said committee during the fiscal year April 1,

1961, through March 31, 1962, for its maintenance and functioning under the aforesaid amended marketing agreement and order; and

(b) That the Secretary of Agriculture fix, as the share of such expenses which each handler who first handles avocados shall pay during the fiscal year in accordance with the aforesaid amended marketing agreement and order, the rate of assessment of five cents (\$0.05) per bushel, or equivalent quantity of avocados handled by such handler during such fiscal year.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals should file the same with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Room 2077, South Building, Washington 25, D.C., not later than the 10th day after the publication of this notice in the FEDERAL REGISTER.

Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

Dated: May 18, 1961.

FLOYD F. HEDLUND,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61-4789; Filed, May 23, 1961; 8:48 a.m.]

[7 CFR Part 1001]

HANDLING OF LIMES GROWN IN FLORIDA

Notice of Proposed Rule Making With Respect to Expenses and Fixing of Rate of Assessment for the 1961-62 Fiscal Year

Consideration is being given to the following proposals by the Lime Administrative Committee established under the marketing agreement, as amended, and Order No. 101, as amended (7 CFR Part 1001), regulating the handling of limes grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer the terms and provisions thereof:

(a) That the Secretary of Agriculture find that reasonable expenses not to exceed \$6,700 will be necessarily incurred by said committee during the fiscal year April 1, 1961, through March 31, 1962, for its maintenance and functioning under the aforesaid amended marketing agreement and order; and

(b) That the Secretary of Agriculture fix, as the pro rata share of such expenses which each handler who first handles limes shall pay during the fiscal year in accordance with the aforesaid amended marketing agreement and order, the rate of assessment of three cents (\$0.03) per bushel, or equivalent quantity of limes so handled by such handler during such fiscal year.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals should file the same with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Room 2077, South Building, Washington 25, D.C., not later than the 10th day after the publication of this notice in the FEDERAL REGISTER.

Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

Dated: May 18, 1961.

FLOYD F. HEDLUND,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61-4790; Filed, May 23, 1961; 8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Parts 120, 121]

PESTICIDE RESIDUES; FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 408(d)(1), 409(b)(5), 68 Stat. 512, 72 Stat. 1786; 21 U.S.C. 346a(d)(1), 348(b)(5)), notice is given that a petition has been filed by Niagara Chemical Division, Food Machinery and Chemical Corporation, Middleport, New York, proposing the establishment of a tolerance for residues of 2,4,5,4'-tetrachlorodiphenyl sulfone in or on cucumbers at 1 part per million and in or on green hops at 30 parts per million.

The petition also proposes the issuance of a regulation to provide a tolerance of 120 parts per million for this pesticide chemical in dried hops resulting from carryover and concentration of residues in this food item processed from such green hops.

The analytical methods proposed in the petition for determining residues of 2,4,5,4'-tetrachlorodiphenyl sulfone are the methods published in the FEDERAL REGISTER of November 16, 1960 (25 F.R. 10891).

Dated: May 16, 1961.

[SEAL] J. K. KIRK,
Assistant Commissioner
of Food and Drugs.

[F.R. Doc. 61-4797; Filed, May 23, 1961; 8:49 a.m.]

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug and Cosmetic Act (sec.

409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 302) has been filed by the American Petroleum Institute, 1271 Avenue of the Americas, New York 20, New York, proposing the issuance of a regulation to provide for the safe use of white mineral oil in foods from the following uses:

1. As a lubricant of pans and equipment in food production.
2. As a protective coating for fruits, vegetables, and shell eggs.
3. As a lubricant and binder for dietary supplement capsules and tablets.
4. In animal feed as a lubricant and weather resistant.
5. In defoamers.

Dated: May 16, 1961.

[SEAL] J. K. KIRK,
Assistant Commissioner
of Food and Drugs.

[F.R. Doc. 61-4794; Filed, May 23, 1961; 8:48 a.m.]

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 425) has been filed by The American Petroleum Institute, 1271 Avenue of the Americas, New York 20, New York, proposing the issuance of a regulation to provide for the safe use of odorless light petroleum hydrocarbons in food from its use as a pesticide carrier, metal lubricating oil, component of packaging material, defoamer, flotation medium, and pesticide residue remover.

Dated: May 16, 1961.

[SEAL] J. K. KIRK,
Assistant Commissioner
of Food and Drugs.

[F.R. Doc. 61-4795; Filed, May 23, 1961; 8:48 a.m.]

[21 CFR Part 121]

FOOD ADDITIVES

Notice of Filing of Petition

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786; 21 U.S.C. 348(b)(5)), notice is given that a petition (FAP 392) has been filed by Morningstar-Paisley, Inc., Fourth and Utter Avenues, Hawthorne, New Jersey, proposing the issuance of a regulation to provide for the safe use of starch modified by treatment with not more than 3 percent of dimethylaminoethylmethacrylate as an internal sizing or bonding agent in paper or paperboard intended for use in food packaging.

Dated: May 17, 1961.

[SEAL] J. K. KIRK,
Assistant Commissioner
of Food and Drugs.

[F.R. Doc. 61-4796; Filed, May 23, 1961; 8:49 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Parts 40, 41, 42, 43]

[Reg. Docket No. 751; Draft Release No. 61-11]

AIRBORNE DISTANCE MEASURING EQUIPMENT

Requirement

Pursuant to the authority delegated to me by the Administrator (14 CFR 405.27), notice is hereby given that there is under consideration a proposal to amend Parts 40, 41, 42, and 43 of the Civil Air Regulations as hereinafter set forth.

Interested persons may participate in the making of the proposed rules by submitting such written data, views, or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room E-316, 1711 New York Avenue NW., Washington 25, D.C., on or before August 1, 1961. Thereafter, such comments will be available in the Docket Section to all interested persons. After examination of the original comments received, interested persons may submit such additional comments in response thereto as they may desire. Such additional comments must be submitted on or before October 1, 1961. (Photostatic copies of comments on file in the Docket Section may be obtained upon payment of the cost of such copies.) All original comments and additional comments in response thereto received by the dates specified for receipt thereof will be considered by the Administrator before taking action on the proposed rules. The proposals contained in this notice may be changed in the light of the comments received.

Distance measuring equipment (DME) is that portion of the standard internationally adopted short-range system of navigation which indicates to a pilot the distance an aircraft is from a ground station. The bearing, or azimuth, portion of this system is obtained by the use of very high frequency omnirange (VOR) equipment. VOR/DME as used herein means airborne radio navigational equipment consisting of a VOR receiver and distance measuring equipment. The term VORTAC is used to describe a VOR facility at which a TACAN facility has been co-located and from which the airborne VOR/DME receives bearing and distance information. The bearing and distance information received from the VORTAC facility furnishes the pilot with continuous information of the airplane's position with respect to that facility.

Military aircraft utilize a TACAN receiver which, when tuned to a ground military TACAN station or to a civil VORTAC station, furnishes the pilot with continuous bearing and distance information. Civil aircraft equipped with VOR/DME may also obtain distance from military TACAN stations due to a system of pairing VOR frequencies with TACAN frequencies.

In the interest of expediting to the maximum the installation of distance

measuring ground facilities, certain VOR facilities will be equipped for the time being with only the distance portion of a TACAN facility. This is necessary due to the shortage of certain equipment. When this equipment is available, these facilities, which will be known in the interim as VOR-DME facilities, will be fully converted to VORTACs. During this interim period, military aircraft which are equipped with TACAN will be able to receive distance information from these VOR-DME facilities.

The regulations presently require that civil aircraft must be VOR-equipped when they operate IFR on the existing VOR airways. Low frequency airways are rapidly being discontinued and replaced by VOR airways, so that in the not too distant future IFR flight along virtually all the airways or in other controlled airspace will require VOR equipment. There is, however, no regulation in effect today which requires distance measuring equipment on aircraft.

In 1957, the President's Air Coordinating Committee, with representation from all segments of the aviation industry, published ACC 58/11 (revised) outlining the minimum operational performance requirements for a VORTAC air traffic control system.

Some of the recommendations and conclusions stated in ACC 58/11 with regard to a VORTAC airway route structure and air traffic control service are:

1. Traffic volume, complexity of operations, safety requirements, efficient use of airspace, and the expeditious movement of air traffic dictate that maximum use of both the azimuth and distance measuring capabilities of VORTAC will be required in the navigation of aircraft subject to positive separation and in the performance of air traffic control service for such aircraft by at least 1965. At that time,

(a) The air traffic control system will have to be based on both the azimuth and distance capabilities of VORTAC;

(b) Aircraft to be operated under instrument flight rules will be required to have both distance measuring and azimuth capability and

(c) Aircraft to be operated under Visual Flight Rules and in such a manner that they will be subject to positive separation will be required to have both distance measuring and azimuth capability.

Since 1957, the Federal Aviation Agency, the military services, and certain civil aviation groups have proceeded on the assumption that the conclusions of ACC 58/11 would be effectuated by 1965. Major advances have been made by the military services and civil aviation with respect to the manufacture, programing, and installation of VOR/DME and TACAN equipment. However, the overall program does not appear to be progressing at a rate which will achieve the 1965 goal emphasized in the ACC conclusions. It is becoming increasingly apparent that some definite impetus to the program must be given by the Agency at this time.

Accordingly, on March 22, 1961, the Bureau of Flight Standards held an industry-wide conference in Washington, D.C., to discuss these matters. This was

attended by representatives from all segments of aviation, including interested manufacturers of aviation equipment.

The sense of the discussions and the opinions expressed at the meeting indicated general acceptance of:

1. The validity of a complete VOR/DME and TACAN operational environment for IFR flight.

2. The desirability of airborne distance information for both navigational and air traffic control purposes.

3. The necessity of increasing the current rate of progress, if the 1965 goal is to be achieved.

4. The fact that increased progress would necessitate:

(a) Widespread awareness in all segments of aviation as to the uses and benefits of the VORTAC system of navigation.

(b) Increased production of suitable equipment for both air carrier and general aviation use.

(c) Accelerated installation programs for both airborne and ground equipment.

(d) Increased effort among all industry and governmental groups to coordinate the production, installation, and operational implementation of DME equipment.

(e) Accelerated development and implementation of air traffic control procedures for the use of DME equipment, to achieve the maximum benefits from a widespread installation of DME.

It was evident that despite the commendable efforts on the part of many in the aviation industry to equip their airplanes with DME, sufficient progress has not and is not being made. It was also evident that the Federal Aviation Agency must at this time give new impetus, direction, and guidance to the DME program if the common short-range system, VORTAC, is to be a reality by 1965.

The Federal airways route structure has been realigned on the three-layer basis as part of the entire program envisioned in ACC 58/11: Low altitude (up to 14,500 feet MSL), intermediate altitude (14,500 to 24,000 feet MSL), and high altitude (24,000 feet and above). The order of installation and location of DME equipped facilities is being made basically so as to serve first, the high altitude route structure and the terminal areas serving these routes; next, the intermediate; and finally, the low altitude route structures and their associated terminal areas.

Effective April 6, 1961, all low frequency airways above 14,500 feet MSL were discontinued so that the high and intermediate altitudes are now all controlled airspace containing only VOR airways and jet routes, with the exception of a very few low frequency high altitude jet routes. The FAA installation program includes completion of all of the VORTAC facilities serving these structures by January 1, 1963, the majority of which will be completed by July 1, 1962. It is anticipated that by 1965 the low frequency airways route structure below 14,500 feet MSL will have been discontinued and replaced by VOR airways served by VORTAC facilities.

Air traffic control separation criteria and procedures have been established for the use of DME. These procedures will

result in more efficient air traffic control of aircraft which are DME-equipped. The publication of arrival and departure procedures, holding procedures, and instrument approach procedures based on the use of VOR/DME and TACAN will be expedited by the Agency.

With respect to user installation and use of VOR/DME equipment, the Air Transport Association announced at the March 22 conference that the scheduled air carriers planned the full installation of VOR/DME equipment and use of the VORTAC system before 1965. Many of their turbine-powered airplanes are currently equipped with DME. Various electronic manufacturers at the conference assured those present that full-scale production of DME equipment, suitable for large airplanes, will be forthcoming in the very near future, and in sufficient quantity to meet the schedule being proposed in this notice. It was also indicated that the military services will have all of their first line and tactical airplanes TACAN-equipped by July 1961, and will make every effort to equip the remainder of their airplanes as rapidly as possible thereafter.

The general aviation groups at the conference indicated a somewhat more cautious approach to the subject of required airborne DME equipment. Principally, they questioned the availability of lightweight, low cost, and reliable DME equipment suitable for use in small airplanes and the availability of test and service facilities. In this respect, it was stated by one manufacturer that lightweight DME, suitable for the greater number of the smaller types of airplanes used for IFR flying by general aviation, has been developed and will soon be available to the public. Other manufacturers pointed out that they are also developing lightweight DME and stated that they will have sets in production in the near future.

At the present time, only that radio navigational equipment which is used by air carriers must meet the requirements of applicable Technical Standard Orders. Some thought has been given recently to amending Part 43 of the Civil Air Regulations to require that radio navigational equipment on all airplanes being operated IFR in the air traffic control system meet applicable TSO requirements. No decision on this matter has been made as yet. If it is decided to effect such a requirement, it will not be made applicable to any radio navigational equipment, including DME, constructed prior to the effective date of such a requirement. However, whether or not it is decided to require that all radio navigational equipment meet Technical Standard Order requirements, if it is found that any particular type of such equipment, including DME, is of such a nature that its operation would be derogatory to the air traffic control system, appropriate corrective action will be taken.

It is recognized that a need will exist for providing test and servicing facilities which are convenient and generally available. In this connection, the ground and airborne check points presently available for checking VOR receiver performance will be expanded to provide a

check for airborne distance measuring equipment.

In connection with the benefits, needs, and uses of DME, it should be noted that the VORTAC system of navigation has always been premised on the fact that, for maximum safety and efficiency, distance information as received from the DME is just as important as the bearing information derived from the VOR. Together they make up the Rho Theta System of Short-range Navigation, adopted not only by the United States but also by all members of ICAO as the international standard until 1975.

As to its uses, it is emphasized that DME used together with VOR simplifies the pilot's work in the navigation of his aircraft, since it provides him with, in addition to bearing information, a continuous reading of the number of nautical miles to or from the facility to which the equipment is tuned. With the aid of DME, the pilot has the means of knowing his position at all times, and therefore the task of accurately estimating the time to the next fix is greatly simplified. Since it enhances the accuracy of pilot estimates, it therefore enhances the control of air traffic.

A further consideration rests in the capacity of DME to assist a pilot in staying within the limits of the airspace assigned him by his air traffic control clearance. It would be an invaluable tool particularly with respect to jet aircraft approaching terminal areas at high speeds. At such times the deceleration characteristics of these aircraft magnify the significance of error in estimating position and the proper time to begin a deceleration.

DME also greatly facilitates the navigation of the airplane in the avoidance of severe weather and turbulence, in holding, and in rerouting by air traffic control. The fact that the pilot's job is simplified by the use of DME in itself increases the safety of the flight.

Instrument approach procedures cannot be approved at many airports due to the lack of a radio navigational aid located suitably close to such airports. Many such airports are located a distance from a VOR facility such that, while an approach predicated on VOR only may not be approved, the addition of DME equipment to that VOR facility will permit approval of an instrument approach procedure. As a result, airplanes equipped with VOR/DME will be able to operate into many more airports under instrument conditions than is now possible.

An early requirement for airborne DME raises the question of whether dual equipment should be mandatory for air carriers, under the concept presently incorporated in the regulations. An early requirement for dual distance measuring equipment for air carriers could, in light of the availability of equipment, result in a delay in equipping all users of the airspace. It appears, at this time, that greater safety advantages would accrue if all users of the airspace were equipped with a single DME rather than a smaller number with dual equipment. At an appropriate time, air carrier requirements for dual DME will be reevaluated.

The FAA recognizes the industry desire that users be allowed to determine whether the VOR and DME equipment controls should be located in one control head or whether separate tuning controls should be provided. It is requested that serious consideration be given to this matter and that comment be made thereon in view of the flexibility and the more complete navigational information which separate tuning would provide during the interim period until all VORTAC stations are commissioned.

In proposing any program which requires the installation of airborne distance measuring equipment, consideration must be given to the program being followed by this Agency in connection with implementing the airways route structure. Since first priority has been given to those VORTAC facilities required primarily to serve the high altitude route structure, followed by those facilities needed primarily for the intermediate altitude routes, and last, the low altitude routes, it is proposed that the airplanes normally using these routes be equipped in that order.

Further, safety considerations dictate installation of DME in the highest speed airplanes first. Inasmuch as the newer large airplanes, which are predominantly jet types, are already wired for DME, installation on such airplanes can be accomplished expeditiously. Relatively more reworking and rewiring is required on the older airplanes in order to install DME. Therefore, more time is required both to schedule and accomplish this work, and to plan for the phasing out of those airplanes which are not to be retained in service and are not, therefore, to be equipped with DME. Further, these types generally operate wholly in the low altitude strata. It is reasonable then, to require the installation of DME in those types at a later date. Consideration of cruising altitudes and speeds, and the type of IFR operations normally involved, indicates less urgency in installing DME in small, relatively slow, nonpressurized airplanes. In consideration thereof, and in view of the development and production of lightweight, low-cost DME, it is not proposed to require DME for small, nonpressurized, piston-powered airplanes at this time. At such time as suitable lightweight airborne DME is generally available, the need for additional regulatory action will be reevaluated in light of the progress being made in the programing and installation of DME in these types of airplanes.

The current rate of airborne DME installation, the anticipated increase in traffic volume, the increasing number of high-speed airplanes, and the resultant complexity of operations necessitate requiring a broad, long-term DME installation program. It is clearly evident that all air carrier and other large airplanes, and all airplanes which operate at high altitudes or at high speeds, must be equipped with DME by 1964, if operating IFR in the air traffic control systems.

In his remarks to the conference on DME on March 22, 1961, the Administrator indicated that the Agency would pre-

fer to seek reasonable compliance in matters of this nature. Although the program which the air carriers have voluntarily initiated is recognized and is in general accord with the considerations mentioned herein, it is believed that the DME installation schedule proposed herein is more appropriate considering the capabilities and needs of the industry and of the FAA.

In consideration of the foregoing, it is proposed to amend Parts 40, 41, 42, and 43 of the Civil Air Regulations to require the following civil aircraft of the United States, when operating under instrument flight rules in the controlled airspace of the United States, to be equipped on and after the date specified, with distance measuring equipment (DME), capable of receiving and indicating distance information from VORTAC facilities:

1. July 1, 1962, all turbojet airplanes.
2. January 1, 1963, all turboprop airplanes.
3. July 1, 1963, all pressurized airplanes.
4. January 1, 1964, all other airplanes having a maximum certificated takeoff weight of more than 12,500 pounds.

These amendments are proposed under the authority of sections 313(a), 601, 604, 605 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 778, 49 U.S.C. 1354(a), 1421, 1424, 1425).

Issued in Washington, D.C., on May 19, 1961.

OSCAR BAKKE,
Director, Bureau
of Flight Standards.

MAY 19, 1961.

[F.R. Doc. 61-4804; Filed, May 23, 1961; 8:50 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 61-FW-4]

CONTROLLED AIRSPACE

Alteration of Control Zone

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.2144 of the regulations of the Administrator, the substance of which is stated below.

The Greensboro, N.C., control zone is presently designated within a 5-mile radius of the Greensboro-High Point Airport, within 2 miles either side of the northeast course of the Greensboro radio range extending from the radio range to 10 miles northeast, and within 2 miles either side of the 204° True radial of the Greensboro VOR extending from the VOR to 10 miles southwest, excluding the portion which overlaps the Smith-Reynolds Airport, Winston-Salem, N.C., control zone.

The Federal Aviation Agency has under consideration alteration of the Greensboro, N.C., control zone as follows:

1. Revoke the control zone extension based on the northeast course of the Greensboro radio range. This control

zone extension would no longer be required for the protection of aircraft as the Greensboro range is scheduled to be decommissioned in the near future in accordance with the Federal Aviation Agency L/MF decommissioning program.

Non-rule making procedures proposing discontinuance of the Greensboro range have been initiated in accordance with current Agency practice. These procedures afford interested persons an opportunity to comment on such action. The prescribed instrument approach based on the Greensboro range would be canceled concurrently with the discontinuance of this facility. The Greensboro VOR, a more modern navigational facility, is available to provide adequate navigational aid to terminal traffic.

2. Alter the control zone extension based on the Greensboro VOR 204° True radial by basing it on the Greensboro VOR 207° True radial and extending it to 12 miles southwest of the VOR. These alterations would align the control zone extension with the VOR approach procedure final approach course and would provide protection for aircraft executing the prescribed VOR instrument approach procedure.

If these actions are taken, the Greensboro, N.C., control zone would be designated within a 5-mile radius of the Greensboro-High Point Airport (latitude 36°05'36" N., longitude 79°56'34" W.), within 2 miles either side of the Greensboro VOR 207° True radial extending from the 5-mile radius zone to 12 miles southwest of the VOR excluding the portion which coincides with the Winston-Salem, N.C., control zone.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Field Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Field Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Field Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on May 19, 1961.

J. R. BAILEY,
Assistant Chief,
Airspace Utilization Division.

[F.R. Doc. 61-4803; Filed, May 23, 1961; 8:50 a.m.]

[14 CFR Part 602]

[Airspace Docket No. 61-WA-55]

CODED JET ROUTES

Designation of Jet Route and Associated Jet Advisory Area

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 602 of the regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration the designation of VOR/VORTAC jet route No. 109 from the Wilmington, N.C., VORTAC via the Gordonsville, Va., VORTAC; Front Royal, Va., VOR; Phillipsburg, Pa., VORTAC to the Buffalo, N.Y., VORTAC. This proposed jet route together with VOR/VORTAC jet route No. 95 and Control Area Extension No. 1150 would provide a route within the United States for turbojet aircraft operating between Toronto, Canada, and Nassau, British West Indies.

Concurrently with this action it is proposed to designate a Radar Jet Advisory Area to be associated with jet route 109-V proposed herein. The provision for the designation of Radar Jet Advisory Areas within the continental control area from Flight level 240 to Flight level 390 inclusive is being proposed in Airspace Docket No. 60-WA-34, published as a notice of proposed rule making in the FEDERAL REGISTER on April 13, 1961 (26 F.R. 3157). The basis for such designations is contained in Special Civil Air Regulation No. 444 (26 F.R. 292). VOR/VORTAC jet route No. 109 jet advisory area (Radar) would be designated within 16 miles either side of the centerline of proposed jet route No. 109-V from the Wilmington VORTAC via the Gordonsville VORTAC; Front Royal VOR; Phillipsburg VORTAC to the Buffalo VORTAC.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Utilization Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record

for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on May 17, 1961.

J. R. BAILEY,
Assistant Chief,
Airspace Utilization Division.

[F.R. Doc. 61-4773; Filed, May 23, 1961;
8:45 a.m.]

[14 CFR Part 602]

[Airspace Docket No. 61-WA-62]

CODED JET ROUTES

Designation of Jet Advisory Areas

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 602 of the regulations of the Administrator, the substance of which is stated below.

VOR/VORTAC jet route No. 29 extends in part from Cleveland, Ohio, to Plattsburgh, N.Y. VOR/VORTAC jet route No. 34 extends in part from Milwaukee, Wis., to Cleveland, Ohio. VOR/VORTAC jet route No. 49 extends in part from Albany, N.Y., to Bangor, Maine. VOR/VORTAC jet route No. 59 extends in part from Philipsburg, Pa., to Syracuse, N.Y.

The Federal Aviation Agency has under consideration the designation of radar jet advisory areas to be associated with these jet route segments. The provision for the designation of radar jet advisory areas within the continental control area from Flight level 240 to Flight level 390 inclusive is being proposed in Airspace Docket No. 60-WA-34, published as a notice of proposed rule making in the FEDERAL REGISTER on April 13, 1961 (26 F.R. 3157). The basis for such designations is contained in Special Civil Air Regulation No. 444 (26 F.R. 292). A segment of VOR/VORTAC jet route No. 29 jet advisory area (Radar) would be designated within 16 miles either side of the centerline of J-29-V from the Cleveland VORTAC via the Erie, Pa., VORTAC; Syracuse VORTAC to the Plattsburgh VOR. A segment of VOR/VORTAC jet route No. 34 jet advisory area (Radar) would be designated within 16 miles either side of the centerline of J-34-V from the Milwaukee VORTAC via the Pullman, Mich., VORTAC; INT of the Pullman VORTAC 118° and the Cleveland VORTAC 274° True radials to the Cleveland VORTAC. A segment of VOR/VORTAC jet route No. 49 jet advisory area (Radar) would be designated within 16 miles either side of the centerline of J-49-V from the Albany VORTAC to the Bangor VORTAC. VOR/VORTAC jet route No. 59 jet advisory area (Radar) would be designated within 16 miles either side of the center-

line of J-59-V from the Philipsburg, Pa., VORTAC to the Syracuse VORTAC. The designation of these jet advisory areas would define the areas wherein jet advisory service would be provided through the use of radar by air traffic management.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Utilization Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on May 17, 1961.

J. R. BAILEY,
Assistant Chief,
Airspace Utilization Division.

[F.R. Doc. 61-4774; Filed, May 23, 1961;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 10]

[Docket No. 13971; RM-217]

LOCAL GOVERNMENT RADIO SERVICE

Frequency Available for Control of Traffic Lights by Mobile Units Installed in Emergency Vehicles; Order

In the matter of amendment of Part 10 of the Commission's rules to make the frequency 39.06 Mc available to the Local Government Radio Service for control of traffic lights by mobile units installed in emergency vehicles.

There being under consideration a "Motion For Extension of Reply Date", filed by the City of Erie, Pennsylvania, petitioner in the above entitled action, through its attorneys requesting that the Commission accept reply comments filed on or before May 26, 1961, rather than the present date of May 19, 1961; and

It appearing that the Commission by Order dated May 5, 1961, extended the time for filing original comments until

May 2, 1961, and set May 19 as the date for filing reply comments; and

It further appearing that the City of Erie has suffered delay in preparing photostats of the original comments so that it might prepare thorough reply comments; and

It further appearing that this procedure has made it impossible for the City of Erie to comply with the May 19 deadline; and

It further appearing that good cause has been shown for granting this motion and that extension of the reply comment date will serve the public interest; and

It further appearing that such extension being for only seven days the interests of any other party will not be adversely affected;

It is ordered, This 18th day of May 1961, pursuant to the provisions of section 0.291(b)(4) of the Commission's Statement of Delegations of Authority, that the last day on which reply comments will be accepted is extended to May 26, 1961.

Released: May 19, 1961.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 61-4812; Filed, May 23, 1961;
8:51 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 73]

[Docket No. 3666; Notice 49]

SHIPPERS

Compressed Gases; Definition and Preparation

MAY 12, 1961.

In the matter of regulations for transportation of explosives and other dangerous articles.

The Commission is in receipt of applications for early amendment of the above-entitled regulations insofar as they apply to shippers in the preparation of articles for transportation, and to all carriers by rail and highway. The proposed amendments would authorize the use of certain spec. 51 portable tanks and MC 330 cargo tanks, having a minimum design pressure of 250 psig, for anhydrous ammonia.

Applications for the proposed amendments have been the subject of exchanges and study by various interested parties, in which substantial agreement has been reached.

Any party desiring to make representations in favor of or against the proposed amendments may do so through the submission of written data, views, or arguments. The original and five copies of such submission may be filed with the Commission on or before June 8, 1961. The proposed amendments are subject to change or changes that may be made as a result of such submissions.

Notice to the general public will be given by depositing a copy of this notice in the Office of the Secretary of the

Commission for public inspection, and by filing a copy of the notice with the Director, Office of the Federal Register.

By the Commission, Safety and Service Board No. 2—Explosives and Other Dangerous Articles Board.

[SEAL] HAROLD D. McCoy,
Secretary.

In § 73.315 amend paragraph (a) (1) table and add Note 10 thereto (23 F.R. 2327, Apr. 10, 1958) (15 F.R. 8330, Dec. 2, 1950) as follows:

§ 73.315 Compressed gases in cargo tanks and portable tank containers.

(a) * * *
(1) * * *

Kind of gas	Maximum permitted filling density		Specification container required	
	Percent by weight (see Note 1)	Percent by volume (see par. (f) of this section)	Type (see Note 2)	Minimum design pressure (psig)
(Change) Anhydrous ammonia.....	56.....	82; see Note 5..	ICC-51, MC-330..	250; see Note 10.

NOTE 10: Tanks in service on or before -----, and designed and marked for 250 psig and meeting all other requirements of these regulations may be used provided: (a) Tanks are hydrostatically tested and retested to 400 psig; (b) tanks are painted white; (c) valves, fittings, and appurtenances are of steel; (d) safety relief valves are set for a minimum start-to-discharge pressure of 265 psig and such valves have

relieving capacity adequate to meet the requirements of § 73.315 (1) (1); and (e) that tanks previously rerated under the provisions of § 73.33(b) (1) shall not be permitted in this service unless the original design pressure was at least 210 psig.

(62 Stat. 738, 74 Stat. 808; 18 U.S.C. 834)

[F.R. Doc. 61-4800; Filed, May 23, 1961; 8:49 a.m.]

Notices

DEPARTMENT OF AGRICULTURE

Office of the Secretary

KANSAS

Designation of Area for Production Emergency Loans

For the purpose of making production emergency loans pursuant to section 2(a) of Public Law 38, 81st Congress (12 U.S.C. 1148a-2(a)), as amended, it has been determined that in the following counties in the State of Kansas a production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

KANSAS

Allen.	Labette.
Chautauqua.	Montgomery.
Cherokee.	Neosho.
Cowley.	Wilson.
Elk.	Woodson.

Pursuant to the authority set forth above, production emergency loans will not be made in the above-named counties after December 31, 1961, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 19th day of May 1961.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 61-4826; Filed, May 23, 1961;
8:53 a.m.]

DEPARTMENT OF THE INTERIOR

Bonneville Power Administration REDELEGATIONS OF AUTHORITY

Correction

In F.R. Document 61-4026, appearing at page 3823 of the issue for May 3, 1961, in section 9 all references to the Chief of System Operations and the Branch of System Operations should be changed to Chief of Power Operations and Branch of Power Operations, respectively.

Dated: May 15, 1961.

J. LANE MORTHLAND,
Acting Administrator.

[F.R. Doc. 61-4784; Filed, May 23, 1961;
8:47 a.m.]

Bureau of Land Management NEW MEXICO

Notice of Proposed Withdrawal and Reservation of Lands

MAY 15, 1961.

The Forest Service, U.S. Department of Agriculture has filed an application, Serial Number NM 070229 for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the gen-

eral mining but not the mineral leasing laws.

The applicant desires the land for use as an administrative site.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, P.O. Box 1251, Santa Fe, New Mexico.

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

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

The lands involved in the application are:

NEW MEXICO PRINCIPAL MERIDIAN

GILA NATIONAL FOREST

T J Administrative Site

T. 12 S., R. 14 W.,

Sec. 25, N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$,
N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$
SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$,
W $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$
NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$
SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$,
SE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ S $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$
SE $\frac{1}{4}$.

The area described aggregates 106.875 acres more or less.

EVERT L. BROWN,
Acting State Director.

[F.R. Doc. 61-4793; Filed, May 23, 1961;
8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 14129; FCC 61-664]

AUDIO HOUSE, INC.

Order Designating Application for Hearing on Stated Issues

In re application of The Audio House, Inc. (KRPM), San Jose, California, Docket No. 14129, File No. BPH-3256; has 98.5 Mc, #253; 3.3 kw; -157 ft., req. 98.5 Mc, #253; 46.2 kw; 1,834 ft.; for construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 17th day of May 1961;

The Commission having under consideration the above-captioned and described application;

It appearing, that except as indicated by the issues specified below, the instant applicant is legally, technically, and otherwise qualified, but cannot be found to be financially qualified to construct and operate the instant proposal, and that the proposed operation may cause interference to Stations KAFE and KCBS-FM, San Francisco, California, and KXRQ, Sacramento, California; and

It further appearing, that the instant applicant proposed to meet construction costs with new capital in the amount of \$2100 and a loan of \$2000 but that the applicant did not indicate the source of either the new capital or the loan and did not submit a copy of the agreement showing the terms for repayment and security for the loan; and

It further appearing, that the applicant's antenna structure proposal has been referred to the Federal Aviation Agency, but that the Federal Aviation Agency has not yet completed its aeronautical study of such proposal; and

It further appearing, that the Federal Aviation Agency should be made a party to the proceeding herein, so that it may participate if it desires to do so in the event its determination with respect to the proposed antenna structure is adverse; and

It further appearing, that after consideration of the foregoing, the Commission is unable to make the statutory finding that a grant of the application would serve the public interest, convenience, and necessity; and is of the opinion that the application must be designated for hearing on the issues specified below:

It is ordered, That pursuant to section 309(e) of the Communications Act of 1934, as amended, the instant application is designated for hearing at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the area and population within the 1 mv/m contour which may be expected to gain or lose service from the proposed operation of KRPM and the availability of other FM broadcast service of at least 1 mv/m to such areas and populations.

2. To determine whether the instant proposal of KRPM would involve objectionable interference with Stations KAFE and KCBS-FM, San Francisco, California, and KXRQ, Sacramento, California, or any other existing stations, and, if so, the nature and extent thereof, the areas and populations affected thereby, and the availability of other FM service of at least 1 mv/m to such areas and populations.

3. To determine whether KRPM is financially qualified to construct and operate the proposed station.

4. To determine whether there is reasonable possibility that the tower height and location proposed by the applicant would constitute a menace to air navigation.

5. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether a grant of the above-described application should be made.

It is further ordered, That the Federal Aviation Agency, the Hal Cox Co., licensee of Station KAFE, San Francisco, California, the Columbia Broadcasting System, Inc., licensee of Station KCBS-FM, San Francisco, California, and Dale W. Flewelling, licensee of Station KXRQ, Sacramento, California, are made parties to the proceeding.

It is further ordered. That to avail themselves of the opportunity to be heard, the applicant and parties respondent herein, pursuant to § 1.140 of the Commission's rules, in person or by attorney, shall within 20 days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this Order.

It is further ordered. That the applicant herein, shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.362(b) of the Commission's rules, give notice of the hearing within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.362(c) of the rules.

Released: May 19, 1961.

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

[F.R. Doc. 61-4813; Filed, May 23, 1961;
8:52 a.m.]

[Docket Nos. 12289, 12238; FCC 61M-883]

COASTAL TELEVISION CO. AND SUPREME BROADCASTING CO., INC.

Order Continuing Hearing

In re applications of William G. Aly, Richard J. Carrere, Frank B. Ellis, George C. Foltz, George E. Martin, Joseph A. Paretto, Chalin O. Perez, John E. Pottharst, Jr., and William H. Saunders, Jr., d/b as Coastal Television Company, New Orleans, Louisiana, Docket No. 12289, File No. BPCT-2430; for construction permit for new Television Broadcast Station (Channel 12); Supreme Broadcasting Company, Inc., New Orleans, Louisiana, Docket No. 12238, File No. BMPCT-4679; for modification of construction permit (from Channel 20 to Channel 12).

Upon oral request of counsel for the Broadcast Bureau and with the consent of counsel for the applicants herein: *It is ordered.* This 17th day of May 1961, that the hearing in the above-entitled matter now scheduled for May 18, 1961, is hereby rescheduled to commence at 10:00 a.m., May 25, 1961, in the Commission's offices in Washington, D.C.

Released: May 18, 1961.

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

[F.R. Doc. 61-4814; Filed, May 23, 1961;
8:52 a.m.]

[Docket No. 14030; FCC 61M-882]

EAGLE RIVER BROADCASTING CO. AND EAGLE RIVER BROADCASTING CO., INC.

Order for Oral Argument on Joint Petition for Leave To Amend

In re application of Walter J. Teich and Kenneth S. Gordon, d/b as Eagle

No. 99—3

River Broadcasting Company (Assignor) and Eagle River Broadcasting Company, Inc. (Assignee), Docket No. 14030, File No. BAP-520; for assignment of construction permit for Station WERL, Eagle River, Wisconsin.

The Hearing Examiner having under consideration:

(1) The Commission's Order herein, released April 10, 1961, wherein the above-entitled application to assign a construction permit for Station WERL, Eagle River, Wisconsin, was designated for hearing on specified issues; and

(2) A Joint Petition for Leave to Amend, filed on May 5, 1961, on behalf of both the assignor and assignee;

It appearing that upon finding that the consideration proposed for the assignment of the construction permit exceeded the expenses listed by assignor as incurred in the acquisition of said permit by some 39 percent, the Commission, after specifying that it found no other question to exist with respect to the applicants, designated the matter for hearing to determine whether a grant would be consistent with Commission policy against "trafficking" in construction permits and, on the basis of evidence adduced in response to the issue, whether a grant would serve the public interest, convenience and necessity;

It further appearing that the assignor and assignee now desire to amend the application at issue by reducing the consideration from the sum originally specified to a sum which is equal to the expenses which the assignor has listed as being incurred in the acquisition of the above permit, and request that the hearing be dismissed on the ground that the revised sale price would conform to Commission policy; and

It further appearing, that the holding of oral argument and the furnishing of briefs would be helpful to the Examiner in determining the proper disposition to be made of the aforementioned joint petition;

It is ordered. This 17th day of May 1961, that oral argument herein shall be held at 9:30 a.m., May 25, 1961, at the Offices of the Commission, Washington, D.C., and that at such oral argument, the parties shall address themselves to the following matters:

(1) Whether applicants may properly be permitted to amend an application for assignment of construction permit to specify a reduced consideration after the matter has been designated for hearing on a "trafficking" issue;

(2) The effect, if any, the acceptance of the proposed amendment would have on the issues designated for hearing; and

(3) The exact action that the Hearing Examiner should take, as well as the terms of the order he should issue, in the light of the determinations to be made in response to the matters hereinabove specified;

It is further ordered. That the parties shall submit briefs no later than June 5, 1961, setting forth applicable authorities and precedents in support of the position taken by each of them;

It is further ordered. That the hearing scheduled to commence on June 14, 1961, is continued without date pending a

ruling on the Joint Petition for Leave to Amend.

Released: May 18, 1961.

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

[F.R. Doc. 61-4815; Filed, May 23, 1961;
8:52 a.m.]

[Docket Nos. 12787, 12790; FCC 61M-880]

WALTER L. FOLLMER AND INTERSTATE BROADCASTING CO., INC. (WQXR)

Order Scheduling Prehearing Conference

In re applications of Walter L. Follmer, Hamilton, Ohio, Docket No. 12787, File No. BP-11323; Interstate Broadcasting Company, Inc. (WQXR), New York, N.Y., Docket No. 12790, File No. BP-11707; for construction permits.

The Hearing Examiner having under consideration a petition for continuance of hearing filed on May 15, 1961, by Walter L. Follmer;

It appearing that the hearing is scheduled to commence on May 22 at 10:00 a.m., and that the petition, in effect, requests that the hearing be converted into a further prehearing conference to be held at 2:00 p.m.; and

It further appearing that the other parties have consented to the requested change and that the proceeding will be expedited by doing so;

It is ordered. This 17th day of May 1961, that the petition is granted and that the hearing scheduled for May 22 at 10:00 a.m., will instead be a further prehearing conference to begin at 2:00 p.m., on May 22, 1961.

Released: May 18, 1961.

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

[F.R. Doc. 61-4816; Filed, May 23, 1961;
8:52 a.m.]

[Docket Nos. 13016 etc.; FCC 61M-875]

IVY BROADCASTING CO., INC., ET AL.

Order Scheduling Prehearing Conference

In re applications of Ivy Broadcasting Company, Inc. (WOLF), Syracuse, New York, Docket No. 13016,¹ File No. BP-12200; Batavia Broadcasting Corporation (WBTA), Batavia, New York, Docket No. 13019,¹ File No. BP-12235; Farm and Home Broadcasting Company (WNBT), Wellsboro, Pennsylvania, Docket No. 13030,¹ File No. BP-12442; Thomas R. Bromeley, Mary Ann Satterwhite, Charlotte E. Anderson and Joyce L. Edwards, d/b as Radio Station WESB (WESB), Bradford, Pennsylvania, Docket No. 13033,¹ File No. BP-12504; Town and Country Broadcasting Co., Inc. (WREM), Remsen, New York, Docket No. 13049,¹ File No. BP-13104; et

¹ Group VII.

al., Docket Nos. 13022, 13031, 13042; for construction permits.

It is ordered, This 17th day of May 1961, that a prehearing conference is scheduled for Group VII for Tuesday, June 20, 1961 at 10 a.m., in the offices of the Commission, Washington, D.C.

Released: May 18, 1961.

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

[F.R. Doc. 61-4817; Filed, May 23, 1961;
8:52 a.m.]

[Docket Nos. 13965-13967; FCC 61M-877]

**ROCKFORD BROADCASTERS, INC.
(WROK) ET AL.**

Order Continuing Hearing

In re applications of Rockford Broadcasters, Incorporated (WROK), Rockford, Illinois, Docket No. 13965, File No. BP-13422; Quincy Broadcasting Company (WGEM), Quincy, Illinois, Docket No. 13966, File No. BP-14225; Robert W. Sudbrink and Margareta S. Sudbrink, d/b as McLean County Broadcasting Co., Normal, Illinois, Docket No. 13967, File No. BP-14401; for construction permits.

On May 12, 1961, counsel for applicants Rockford and Quincy filed a "request for continuance" of scheduled dates. Counsel for applicant McLean County joins in, and counsel for the Broadcast Bureau interposes no objection to the request.

Accordingly, it is ordered, This 16th day of May 1961, that the request is granted, and the dates now scheduled are rescheduled as follows:

Exchange of exhibits, from May 18, to July 3, 1961; notification of witnesses desired for cross-examination, from May 29, to July 14, 1961; hearing, from June 7, to July 31, 1961 (in the offices of the Commission, Washington, D.C.) at 10 a.m.

Released: May 18, 1961.

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

[F.R. Doc. 61-4818; Filed, May 23, 1961;
8:52 a.m.]

[Docket No. 12782; FCC 61M-884]

**STUDY OF RADIO AND TELEVISION
NETWORK BROADCASTING**

Order Scheduling Hearing

It is ordered, This 18th day of May 1961, that public sessions in the above-entitled investigatory proceeding will be resumed June 20, 1961, in the United States District Courthouse, Foley Square, New York, New York, for the purpose of receiving further testimony and documentary evidence regarding the production, distribution, sale and exhibition of

television programs. In a subsequent order, the persons to be called as witnesses will be designated.

Released: May 18, 1961.

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

[F.R. Doc. 61-4819; Filed, May 23, 1961;
8:52 a.m.]

[Docket No. 13984; FCC 61M-876]

ROGER S. UNDERHILL

**Order Continuing Case Pending
Disposition**

In the matter of revocation of license of Roger S. Underhill for Standard Broadcast Station WIOS, Tawas City-East Tawas, Michigan, Docket No. 13984.

The Hearing Examiner having under consideration:

(1) An Order To Show Cause, released by the Commission on March 20, 1961, why an order revoking the license of Roger S. Underhill for standard broadcast Station WIOS, Tawas City-East Tawas, Michigan, should not be issued; and

(2) An Order, released by the Chief Hearing Examiner on March 27, 1961, designating the Hearing Examiner to preside herein and scheduling the hearings to begin on May 22, 1961;

It appearing, that under date of April 11, 1961, Roger S. Underhill sent a written, signed statement to the Commission wherein he sought to explain or justify the conduct described in the Order To Show Cause, and wherein, among other things, he sought Commission consideration in finding a just and equitable solution to the "present dilemma of radio station WIOS and myself";

It further appearing, that on May 8, 1961, the Commission received a written, notarized statement from Roger S. Underhill advising that he would not make an appearance at the hearing scheduled for May 22, 1961;

It further appearing, that Roger S. Underhill has in effect waived a hearing herein and that the matter should now be acted on pursuant to the provisions of § 1.78(c) of the Commission's rules;

It is ordered, This 17th day of May, 1961, that the hearing heretofore scheduled to commence on May 22, 1961, is continued without date pending appropriate action by the Chief Hearing Examiner pursuant to the above-cited section of the Commission's rules.

Released: May 18, 1961.

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

[F.R. Doc. 61-4820; Filed, May 23, 1961;
8:52 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. E-6884, E-6843]

**BRAZOS RIVER AUTHORITY AND
BRAZOS ELECTRIC POWER CO.
OPERATIVE, INC.**

**Order Fixing Time and Place of Hearing
and Directing the Holding of
Prehearing Conference**

MAY 17, 1961.

Brazos River Authority and Brazos Electric Power Cooperative, Inc., Complainant, Docket No. E-6884; v. Brazos River Authority, Defendant, Docket No. E-6843.

By order issued May 4, 1959, the Commission instituted an investigation concerning the issues raised by the proposed annual charge of Brazos River Authority (Authority), of Waco, Texas, to Brazos Electric Power Cooperative, Inc. (Cooperative), of Waco, Texas, for the electric energy output of Project No. 1490 during the five-year period commencing June 1, 1957, and concerning the issues raised by the complaint of Cooperative filed September 18, 1958, against Authority's proposed charge and the subsequent pleadings filed thereto by both parties.¹ That order provided, inter alia:

(B) Based upon that investigation and after such hearing as may be required, the Commission, by appropriate order or orders shall determine whether the proposed compensation requires approval, and if so, whether or not the annual compensation as proposed by the Authority should be confirmed and approved to be effective during the aforementioned period.

(C) Proceedings on the several matters referred to above be and the same hereby are consolidated for the purposes of hearing.

On May 11, 1959, Authority filed a petition for reconsideration and modification of that order, which the Commission denied by order issued February 10, 1960.

Subsequent to the Commission's order instituting an investigation herein, the Commission's staff made a field investigation and analysis of the Authority's cost of generating power at Project No. 1490. The parties have continued to seek an adjustment of their differences on the matter of annual compensation for energy purchased by Cooperative, but have reached no final settlement.

¹ On October 21, 1958, Authority filed an answer to the complaint and on November 25, 1958, a motion to dismiss the complaint for lack of Commission jurisdiction over the subject matter. On December 1, 1958, Cooperative filed a reply to Authority's answer and on January 7, 1959, a reply to the motion to dismiss. These pleadings are described in the Commission's aforementioned order issued May 4, 1959.

Counsel for staff and all parties to this proceeding have agreed to the holding of a prehearing conference on May 22, 1961, in the Commission's Washington, D.C., offices.

In view of the foregoing, it appears necessary and appropriate for the purposes of the Federal Power Act (particularly sections 4, 19, 306, 307, 308, and 309) that a prehearing conference be held and that the issues raised by the proposed annual charge and the pleadings referred to above be set for hearing, all as hereinafter provided.

The Commission orders:

(A) Pursuant to the authority of the Federal Power Act and the Commission's Rules of Practice and Procedure, a public hearing shall be held on October 16, 1961, at 10 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington 25, D.C., with respect to the issues raised by the Authority's proposal for annual compensation to be paid by the Cooperative during the five-year period commencing June 1, 1957, for the electric energy output of Project No. 1490, and the issues raised by the complaint, answer, motion to dismiss and replies referred to in the recital above.

(B) A prehearing conference, pursuant to the provisions of § 1.18 of the Commission's rules of practice and procedure (18 CFR 1.18) shall be held in this proceeding at the Commission's offices, 441 G Street NW., Washington 25, D.C., commencing at 10 a.m., e.d.s.t., May 22, 1961.

(C) Interested parties may participate in this proceeding in the manner as provided by §§ 1.8 and 1.37(f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before September 1, 1961.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-4775; Filed, May 23, 1961;
8:45 a.m.]

[Project Nos. 2144, 2250]

**CITY OF SEATTLE, WASHINGTON,
AND PUBLIC UTILITY DISTRICT NO.
1 OF PEND OREILLE COUNTY,
WASHINGTON**

**Notice of Postponement of Oral
Argument**

MAY 17, 1961.

City of Seattle, Washington, Project No. 2144; and Public Utility District No. 1 of Pend Oreille County, Washington, Project No. 2250.

Upon consideration of the request of Counsel for the intervening mining companies and the responses thereto filed by various parties in the above-designated matters;

The oral argument now scheduled for May 25, 1961, is hereby postponed to be heard at 10:00 a.m., June 8, 1961, in a hearing room of the Federal Power Com-

mission, 441 G Street NW., Washington, D.C.

By direction of the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-4776; Filed, May 23, 1961;
8:45 a.m.]

[Docket No. CP61-239]

**NATURAL GAS PIPELINE COMPANY
OF AMERICA AND CHICAGO DISTRICT
PIPELINE CO.**

**Notice of Application and Date of
Hearing**

MAY 17, 1961.

Take notice that Natural Gas Pipeline Company of America (Natural), 122 South Michigan Avenue, Chicago 3, Illinois and Chicago District Pipeline Company (Chicago District), Field Office Building, Troy Road, Joliet, Illinois, filed a joint application, on March 13, 1961, in Docket No. CP61-239, as supplemented on April 17, 1961, for a certificate of public convenience and necessity and for permission and approval to abandon facilities pursuant to section 7 of the Natural Gas Act as hereinafter described all as more fully described in the joint application as supplemented, which is on file with the Commission and open to public inspection.

The joint application seeks authority for Natural to Acquire from Chicago District certain measurement facilities located in Grundy County, Illinois, known as the Minooka Regulator station, and to operate the same as an additional point of delivery to Chicago District; for permission and approval of abandonment of said facilities by Chicago District; and, for authorization by Natural to operate the existing tap connection on its main transmission pipeline with said Minooka station.

The application states that the Minooka Regulator station facilities were constructed by Chicago District under authorization granted in Docket No. G-10214 and are operated by Natural as an emergency point of delivery to Chicago District. It is now proposed that said facilities will be operated regularly by Natural as an additional point of delivery rather than as an emergency connection. Natural proposes to acquire said facilities at the original cost thereof less accrued depreciation at the time of the acquisition, which cost is shown to be \$187,312.67 as of January 1, 1961. The cost of acquisition will be met from funds on hand.

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

Take further notice that, 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 on June

22, 1961, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before June 12, 1961. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-4777; Filed, May 23, 1961;
8:45 a.m.]

[Docket Nos. G-14755, G-19780, and RP60-8]

PANHANDLE EASTERN PIPE LINE CO.

**Order Granting Motion for
Continuance**

MAY 17, 1961.

On May 4 and 5, 1961, pursuant to section 1.18 of the Commission's rules of practice and procedure, a prehearing conference was held in the above-designated proceeding. On May 5, 1961, Panhandle orally moved that the hearing set for May 23, 1961, pursuant to the Presiding Examiner's Notice of Conference and Postponement of Hearing issued April 24, 1961, be postponed until June 22, 1961.

Panhandle asserts that the issuance on April 27, 1961 of Commission Opinion Nos. 269-A and 344 concerning previous Panhandle rate filings has placed an undue workload on its staff in preparing data for the filings required by those opinions. It further asserts that it wishes to analyze such opinions thoroughly prior to preparing its detailed presentation in these proceedings. Panhandle's motion was not opposed.

On May 9, 1961, Panhandle's motion was certified to the Commission by the presiding examiner.

The Commission finds: Good cause exists to grant the motion made by Panhandle on May 5, 1961, to continue this consolidated proceeding to June 22, 1961.

The Commission orders: The motion made by Panhandle on May 5, 1961, to continue this consolidated proceeding to June 22, 1961, is hereby granted.

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61-4778; Filed May 23, 1961;
8:45 a.m.]

[Docket No. CP61-106]

TENNESSEE GAS TRANSMISSION CO.
Order Postponing Hearing and Re-
quiring Filing of Information

MAY 17, 1961.

Applicant, Tennessee Gas Transmission Company, has submitted a request for indefinite postponement of the hearing now fixed for May 22, 1961, by our order issued April 6, 1961, reopening the proceedings herein. Applicant alleges that it "has been unable to undertake the preparation of the technical data or evidence contemplated by said order" due to "the urgency of numerous other rate and certificate matters that are presently pending before the Commission." The Consolidated System companies,¹ joint interveners herein, have protested against indefinite postponement but do not object to a postponement to a fixed date, not later than July 5, 1961. We shall postpone the hearing to that date; but, in view of the importance of this matter to the public interest, we shall also require Applicant to file certain information in advance of hearing. In so doing, we have taken account of the relative ease of preparing certain data which require little more than reproduction, at most, as contrasted with other data which may call for professional analysis and preparation.

The Commission finds:

(1) Good cause exists for postponing the hearing herein until July 5, 1961.

(2) It is necessary and appropriate to assist the Commission in the proper administration of the Natural Gas Act that the Applicant file certain data in advance of hearing as hereinafter prescribed pursuant to the provisions of the Natural Gas Act and particularly sections 7, 8, 10, 14 and 15 thereof.

The Commission orders:

(A) The hearing ordered by paragraph (B) of our order issued April 6, 1961, herein, is hereby postponed to and shall be held on July 5, 1961, at 10:00 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C.

(B) On or before June 5, 1961, Applicant shall file with the Commission, under oath, eight true copies of any and all precedent agreements, contracts, assignments, conveyances, mortgages, pledges, promissory notes, and other instruments (including appendices thereto or matters incorporated by reference therein) executed or to be executed by and between Applicant, Pan American Petroleum Corporation, any intermediary corporation (or corporations), any lending institution (or institutions), or between any of them (including any corporate affiliate of any of them) relating to the sale of leases owned or formerly owned in whole or in part, by Pan American Petroleum Corporation (or to the sale of gas produced or to be produced from such leases) in the Bastian Bay Field, Plaquemines Parish, Louisiana.

¹The East Ohio Gas Company, Hope Natural Gas Company, Lake Shore Pipe Line Co., New York State Natural Gas Corporation, and The Peoples Natural Gas Company.

(C) On or before June 19, 1961, Applicant shall file with the Commission, under oath, an original and seven conformed copies of a statement answering the following questions:

(i) Has Applicant during calendar year 1961 constructed any facilities in or connecting the Bastian Bay Field, Plaquemines Parish, Louisiana?

(ii) Has Applicant during calendar year 1961 operated any such facilities?

(iii) Did Applicant during calendar year 1961 take natural gas from producers thereof in the Bastian Bay Field, Plaquemines Parish, Louisiana?

(iv) If the answer to (iii), above, be affirmative, state the names of the independent producers involved, the dates of their gas sales contracts, and the docket numbers of their related certificate applications.

(v) List, chronologically, all instruments required to be filed under ordering paragraph (B) hereof, as well as all correspondence, memoranda, records, gas reserve and cost data, financial studies, and other papers in the possession of Applicant relating to the sale (or sales) specified in said ordering paragraph (B). Applicant shall list each such paper, with its date, name and position of the person preparing the paper, and a general description of its nature. Applicant shall maintain such papers so as to be ready to produce them upon reasonable notice. If Applicant claims a privilege against disclosure of any such additional paper, it shall so note on its list, succinctly stating the basis for such claim.

(D) At the hearing, Applicant shall go forward with its evidence on the issues posed by ordering paragraph (A) of our order of April 6, 1961.

By the Commission.

JOSEPH H. GUTRIDE,
 Secretary.

[F.R. Doc. 61-4779; Filed, May 23, 1961;
 8:45 a.m.]

INTERSTATE COMMERCE
COMMISSION

[Notice 499]

MOTOR CARRIER TRANSFER
PROCEEDINGS

MAY 19, 1961.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 64145. By order of May 17, 1961, the Transfer Board approved the transfer to Long Distance Towing, Inc., Akron, Ohio, of Certificates Nos. MC 110943 Sub 1 and MC 110943 Sub 2, issued October 1, 1957, and March 13, 1958, respectively, to Edward Wiebelt Service Company, Inc., Akron, Ohio, authorizing the transportation, over irregular routes, of wrecked or disabled motor vehicles, between points in a described portion of Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Massachusetts, Michigan, Missouri, New York, Pennsylvania, Virginia, and West Virginia, and replacement or repair parts or equipment for wrecked or disabled motor vehicles, between points in a described portion of Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Massachusetts, Michigan, Missouri, New York, Pennsylvania, Virginia, and West Virginia. Charles R. Iden, 2200 First National Tower, Akron 8, Ohio, attorney for applicants.

No. MC-FC 64151. By order of May 17, 1961, the Transfer Board approved the transfer to Carl E. Wright, doing business as Livonia Moving and Storage Co., Detroit, Mich., of Certificate No. MC 111246 Sub 1, issued December 14, 1956, to Mathis D. Dean, doing business as Fenkell Moving and Storage Co., Detroit, Mich., authorizing the transportation, over irregular routes, of household goods, between Detroit, Mich., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, and Wisconsin. Bernard L. Walsh, 1632 Buhl Building, Detroit 26, Mich., attorney for applicants.

No. MC-FC 64134. By order of May 17, 1961, the Transfer Board approved the transfer to Modern Truck Lines, Inc., Paducah, Ky., of Certificate No. MC 115169, issued December 22, 1960, to Standard Truck Lines, Inc., Paducah, Ky., authorizing the transportation, over irregular routes, of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between points within one mile of Paducah, Ky., not including Paducah, on the one hand, and, on the other, points in Kentucky on Kentucky Highway 286, not including Wickliffe, Ky., between St. Louis, Mo., on the one hand, and, on the other, points in Ballard County, Ky., general commodities, excluding household goods and other specified commodities, between Paducah, Ky., Memphis, Tenn., Cairo, Ill., and points in Illinois within 5 miles of Cairo, Ill., and points in Tennessee located on U.S. Highway 51, on the one hand, and on the other, points in Kentucky within 35 miles of La Center, Ky., excluding La Center and those in said area on or within 1 mile of U.S. Highways 45, 51, and 60, and between East St. Louis, Ill., and points in Illinois within 25 miles thereof, on the one hand, and, on the other, La Center, Ky., and points in Kentucky within 35 miles of La Center, other than those on or within

1 mile of U.S. Highways 45, 51, or 60, cheese, feed, roofing materials, wire-fencing, lard cans, and packing-house products and by-products, including fresh meats, from East St. Louis, Ill., to points in Ballard and McCracken Counties, Ky., livestock, between points in Ballard and McCracken Counties, Ky., on the one hand, and, on the other, East St. Louis, Ill. Robert M. Pearce, 221½ St. Clair Street, Frankfort, Ky., attorney for applicants.

No. MC-FC 64162. By order of May 17, 1961, the Transfer Board approved the transfer to Arrow Transfer Company, a corporation, Danville, Ky., of Permits in Nos. MC 11620, MC 11620 Sub 4, MC 11620 Sub 5, MC 11620 Sub 7, MC 11620 Sub 9, MC 11620 Sub 14, MC 11620 Sub 18, MC 11620 Sub 22, MC 11620 Sub 23 and MC 11620 Sub 25, issued September 6, 1944, March 12, 1945, May 3, 1948, May 26, 1949, June 12, 1951, June 21, 1957, May 18, 1956, September 29, 1958, January 9, 1959 (corrected), and July 18, 1960, respectively, to George Busse, doing business as The Arrow Transfer Company, Danville, Ky., authorizing the transportation of cream, butter, empty milk cans, and empty cream containers between and from points in Ohio and Kentucky; cheese and condensed whey, over regular routes, from Stanford, Ky., to Cincinnati, Ohio; empty containers for the above-specified commodities, from Cincinnati to Stanford; cheese and butter from Cincinnati, Ohio, and Covington and Stanford, Ky., to Asheville, N.C., and specified points in South Carolina; buttermilk in bulk, from Harrodsburg and Lexington, Ky., to Cincinnati, Ohio; acid, cleansing compounds or solutions, cleansing apparatus, cream or milk testing and weighing apparatus, and stationery supplies, between Cincinnati, Ohio, on the one hand, and, on the other, points in various counties in Kentucky; cheese and butter, from Cincinnati, Ohio, and Covington and Stanford, Ky., to Middlesboro, Ky., points in North Carolina, except Asheville, to points in South Carolina, with exceptions, to points in Georgia and Tennessee; empty containers for cheese and butter, from points in North Carolina, South Carolina, Georgia and Tennessee, and from Middlesboro to Cincinnati, Ohio, and Covington and Stanford, Ky.; butter and cheese from Cincinnati, Ohio, and Covington and Stanford, Ky., to points in Florida; butter, from Cincinnati, Ohio, to points in Kentucky (except Middleboro, Ky.); cheese, from Cincinnati, Ohio, to points in Kentucky (except Middleboro, Ky.); condensed whey, in containers, from Stanford, Ky., to points in Tennessee, Georgia, North Carolina, South Carolina, and Florida; oleomargarine, from Cincinnati, Ohio, to points in Tennessee, North Carolina, South Carolina, Georgia, and Florida; cheese, from Stanford, Ky., to New York, N.Y., Newark, N.J., and Philadelphia and Manatawny, Pa.; whey, in bulk, in tank vehicles, from Stanford, Ky., to points in Alabama, Delaware, Florida, Georgia, Indiana, Maryland, North Carolina, Ohio, South Carolina, Tennessee, Virginia, and West Virginia; powdered milk, from Stanford, Ky., to Cincinnati, Ohio, and points in Tennessee, North Carolina, South Carolina,

Georgia, and Florida, damaged or defective shipments of powdered milk, from above-specified destination points to Stanford, Ky.; cheese, oleomargarine, butter, and powdered milk, from Cincinnati, Ohio, and Stanford, Ky., to points in Alabama and Virginia; oleomargarine, from Stanford, Ky., to points in Florida, Georgia, North Carolina, South Carolina, and Tennessee; and from Cincinnati, Ohio, to points in Kentucky; powdered milk, from Cincinnati, Ohio, to points in Florida, Georgia, North Carolina, South Carolina, and Tennessee, and damaged, defective, and returned shipments of all the above-specified commodities, from the above-specified destination points to origin points. John P. McMahon, 44 Broad Street, Columbus, Ohio, attorney for applicants.

No. MC-FC 64167. By order of May 17, 1961, the Transfer Board approved the transfer to Edward W. Lang, Jr., doing business as Lang Transfer, Wexford, Pa., of Certificate No. MC 38953 issued January 20, 1943, to Samuel Kalinsky, Pittsburgh, Pa., authorizing the transportation, over irregular routes, of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between points in Pittsburgh, Pa. Arthur J. Diskin, 302 Frick Building, Pittsburgh, 19, Pa., attorney for applicants.

No. MC-FC 64169. By order of May 17, 1961, the Transfer Board approved the transfer to J. W. Kline and E. L. Seastrom, a partnership, doing business as K & S Truck Line, Burlingame, Kans., of Certificate No. MC 50866, issued January 31, 1952, to E. H. Wight, Burlingame, Kans., authorizing the transportation of: Livestock and seed, between Burlingame, Kans., and Kansas City, Mo.; general commodities, excluding commodities in bulk, and other specified commodities, from Kansas City, Mo., to Burlingame, Kans., milled feed and farm machinery, from Kansas City, Mo., to Burlingame, Kans., over regular routes; and livestock, feed, agricultural commodities, agricultural implements and parts, and household goods, between Burlingame, Kans., and points in various counties in Kansas, within 15 miles of Burlingame, on the one hand, and, on the other, Kansas City, Kans., and Kansas City, Mo.; livestock, feed, agricultural implements and parts, household goods, and automobile parts and accessories, from Kansas City, Mo., and Kansas City, Kans., to Burlingame, Kans., and points within eight miles of Burlingame; livestock and logs, from Burlingame, Kans., and points within eight miles of Burlingame to Kansas City, Mo., and Kansas City, Kans.; and livestock between Burlingame, Kans., and points within 20 miles of Burlingame, on the one hand, and, on the other, St. Joseph, Mo.; from Kansas City, Kans., and Kansas City, Mo., to points in Shawnee County, Kans., over irregular routes.

No. MC-FC 64170. By order of May 17, 1961, the Transfer Board approved the transfer to David P. Naughton, doing business as Towne's Express, 21 North Avenue, Norwood, Mass. of Certificate No. MC 8496, issued June 26, 1941, to Richard J. Towne, doing business as Towne's Express, 16 Oak Road, Norwood,

Mass., authorizing the transportation, over a regular route, between Boston, Mass., and Walpole, Mass.

No. MC-FC 64189. By order of May 17, 1961, the Transfer Board approved the transfer to Merle B. Noland, R.F.D., Adair, Iowa, of Certificate No. MC 65427 issued October 19, 1956, to Lloyd R. Peterson, doing business as Peterson Transfer, Casey, Iowa, authorizing the transportation over regular routes, of livestock, grain, farm machinery, and clay products, between Casey, Iowa and Omaha, Nebr., serving intermediate and off-route points within 20 miles of Casey; feed, binder twine, lumber, new furniture, hardware, tankage, seed, coal, fencing materials, and building materials, from Omaha, Nebr., to Casey, Iowa, serving intermediate and off-route points within 20 miles of Casey, restricted to delivery only; and the off-route point of South Omaha, Nebr., restricted to pick-up only.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-4799; Filed, May 23, 1961;
8:49 a.m.]

[Notice 378]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MAY 19, 1961.

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

All hearings and pre-hearing conferences will be called at 9:30 o'clock a.m., United States standard time (or 9:30 o'clock a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 2306 (Sub No. 6), filed May 8, 1961. Applicant: STRICKLAND MOTOR FREIGHT LINES, INC., P.O. Box 5689, 3011 Gulden Avenue, Dallas, Tex. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City 3, Okla. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Philadelphia, Pa., and St. Louis, Mo.; from Philadelphia, Pa., over Schuylkill Thruway to its intersection with the Pennsylvania Turnpike (Exit 24), thence over the Pennsylvania Turnpike to Exit 8 of the Pennsylvania Turnpike, thence over Pennsylvania Highway 71-A to its intersection with U.S. Highway 40 at Washington, Pa., thence over U.S. Highway 40 to St. Louis, Mo., and U.S. Interstate

Highway 70 from Exit 8 of the Pennsylvania Turnpike to St. Louis, Mo., and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations.

HEARING: July 10, 1961, at the Mark Twain Hotel, St. Louis, Mo., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 4405 (Sub No. 367) (CORRECTION), filed December 1, 1960, published in the FEDERAL REGISTER, issue of January 11, 1961, republished as clarified issue of May 3, 1961, and republished as corrected this issue. Applicant: DEALERS TRANSIT, INC., 13101 South Torrence Avenue, Chicago 33, Ill. Applicant's attorney: James W. Wrape, Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Source and special nuclear and by-product materials, radioactive and classified materials, and related reactor, experiment equipment, component parts and associated materials*; serving between the sites and facilities of the National Reactor Testing Station, other facilities of the U.S. Government and U.S. Government contractors in the Counties of Alameda, Contra Costa, Los Angeles, Ventura, Santa Clara, and San Francisco, Calif.; Hartford, Middlesex, and New Haven, Conn.; Burke, Ga.; Butte and Jefferson, Idaho; DuPage, Ill.; Baltimore, Md.; Bristol and Middlesex, Mass.; Wayne, Mich.; Bernalillo and Los Alamos, N. Mex.; Schenectady, Suffolk, and Westchester, N.Y.; Hamilton, Licking, Montgomery, and Summit, Ohio; Allegheny, Centre, and Westmoreland, Pa.; Anderson, Tenn.; Tooele, Utah; Campbell, Va.; and Benton, Wash.

NOTE: Common control may be involved. The purpose of this republication is to add the Counties of Butte and Jefferson, Idaho, inadvertently omitted from previous publication.

HEARING: Remains as assigned June 12, 1961, in the Park East Hotel, Kansas City, Mo., before Examiner Hugh M. Nicholson.

No. MC 8582 (Sub No. 5), filed April 27, 1961. Applicant: JACKSON TRUCK LINE, INC., P.O. Box 496, Topeka, Kans. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, commodities in bulk, household goods as defined by the Commission, and those requiring special equipment), serving St. Joseph, Mo., in a circuitous manner, as follows: from St. Joseph, over U.S. Highway 71 to its junction with U.S. Highway 136, thence over U.S. Highway 136 to its junction with U.S. Highway 275, thence over U.S. Highway 275 to St. Joseph, and return over the same route, serving the intermediate points of Maryville, Tarkio, Fairfax, Craig, Mound City, and Rockport, Mo. **RESTRICTION:** Applicant states that service at Maryville, Mo., is restricted so that only interline of traffic with connecting

carriers is authorized, and no service is to be performed between Maryville and St. Joseph, Mo.

HEARING: July 17, 1961, at the Missouri Hotel, Jefferson City, Mo., before Joint Board No. 36, or, if the Joint Board waives its right to participate, before Examiner Lawrence A. Van Dyke, Jr.

No. MC 13313 (Sub No. 2), filed March 15, 1961. Applicant: CUMMINGS TRANSFER & FUEL CO., a corporation, 740 West 29th (P.O. Box 336), Albany, Ore. Applicant's attorney: John G. McLaughlin, Pacific Building, Portland 4, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood chips*, from points in Marion, Polk, Benton, and Linn Counties, Ore., to points in Skamania, Clark, and Cowlitz Counties, Wash., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

HEARING: July 18, 1961, at the Interstate Commerce Commission Hearing Room, 410 SW. 10th Avenue, Portland, Ore., before Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 16682 (Sub No. 57), filed April 27, 1961. Applicant: MURAL TRANSPORT, INC., 2900 Review Avenue, Long Island City 1, N.Y. Applicant's attorney: S. S. Eisen, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture, new store and office fixtures and equipment, new household fixtures and appliances, and new household and office furnishings*, uncrated, from points in Texas to points in the United States, excluding Alaska and Hawaii.

NOTE: Applicant states no duplicating authority is requested.

HEARING: July 13, 1961, at the Baker Hotel, Dallas, Tex., before Examiner John B. Mealy.

No. MC 18117 (Sub No. 4), filed May 10, 1961. Applicant: W. B. HOGG, Quarryville, Pa. Applicant's representative: Bernard N. Gingerich, Quarryville, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tops (bottle and jar); adhesives; and resilient hard surface covering, primarily used as floor or wall covering, and materials and supplies used or useful in the installation thereof*, from Lancaster, Pa., to Charleston, S.C., Atlanta, Ga., and points in Florida, and *returned, damaged, and defective shipments* of the above-described commodities, from Charleston, S.C., Atlanta, Ga., and points in Florida, to Lancaster, Pa.

HEARING: July 10, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Parks M. Low.

No. MC 23976 (Sub No. 15), filed March 6, 1961. Applicant: BEND-PORTLAND TRUCK SERVICE, INC., 5940 North Basin Street, Portland, Ore. Applicant's attorney: Owen M. Panner, 1026 Bond Street, Portland, Ore. Authority sought to operate as a *common*

carrier, by motor vehicle, over regular routes, transporting: *Classes A and B explosives and other dangerous articles*, between Portland, Ore., and Bend, Ore., from Portland over U.S. Highway 26, to junction U.S. Highway 97, thence over U.S. Highway 97, to Bend, and return over the same route, serving all intermediate points, and off-route points located within the boundaries of Deschutes, Jefferson, and Crook Counties, Ore.; and *general commodities*, including *Classes A and B explosives*, from Bend, Ore., to Portland, Ore., from Bend over U.S. Highway 97, to junction U.S. Highway 26, thence over U.S. Highway 26 to Portland, serving all intermediate points, and off-route points located within the boundaries of Deschutes, Jefferson, and Crook Counties, Ore.

NOTE: Applicant states it intends to tack the above authority to applicant's present authority under Certificate No. MC 23976.

HEARING: July 24, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 172, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 29910 (Sub No. 52), filed March 27, 1961. Applicant: ARKANSAS-BEST FREIGHT SYSTEM, INC., 301 South 11th Street, Fort Smith, Ark. Applicant's attorney: Thomas Harper, Kelley Building, P.O. Box 297, Fort Smith, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) between St. Louis, Mo., and Osceola, Ark.: from St. Louis, Mo., over U.S. Highway 61 to Osceola, Ark., and return over the same route, serving no intermediate points; and (2) serving the plant site of the American Greeting Card Company at Osceola, Ark., as an off-route point in connection with applicant's regular route operations between St. Louis, Mo., and Little Rock, Ark.

HEARING: July 11, 1961, at the Arkansas Commerce Commission, Justice Building, State Capitol, Little Rock, Ark., before Joint Board No. 243, or, if the Joint Board waives its right to participate, before Examiner John B. Mealy.

No. MC 33807 (Sub No. 1), filed April 12, 1961. Applicant: NASHUA MOTOR EXPRESS, INC., Milford Road, Nashua, N.H. Applicant's attorney: Mary E. Kelly, 10 Tremont Street, Boston 8, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Manchester, N.H., and Laconia, N.H.; (1) From Manchester over U.S. Highway 3 to Laconia, and return over the same route, serving all intermediate points. (2) From Manchester

over National Interstate Highway 93 to its junction with New Hampshire Highway 3(b), thence over New Hampshire Highway 3(b) to its junction with U.S. Highway 3, thence over U.S. Highway 3 to Laconia, and return over the same route, serving all intermediate points. (3) From Manchester over U.S. Highway 3 to its junction with New Hampshire Highway 106, thence over New Hampshire Highway 106 to Laconia, and return over the same route, serving all intermediate points.

HEARING: July 24, 1961, at the New Hampshire Public Service Commission, Concord, N.H., before Joint Board No. 186, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 35628 (Sub No. 240), filed May 8, 1961. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville Avenue SW., Grand Rapids, Mich. Applicant's attorney: Leonard D. Verdier, Jr., 300 Michigan Trust Building, Grand Rapids 2, Mich. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except Classes A and B explosives, household goods as defined by the Commission, and commodities in bulk (except scrap metal in bulk), serving Oakbrook, Ill., near Aurora, Ill., as an off-route point in connection with applicant's authorized regular route operations to and from Chicago, Ill., as authorized at Sheets 3, 4, 7, and 9 of Certificate No. MC 35628.

HEARING: July 19, 1961, at the Midland Hotel, Chicago, Ill., before Joint Board No. 149, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 42261 (Sub No. 53), filed May 17, 1961. Applicant: LANGER TRANSPORT CORP., Route 1, Foot of Danforth Avenue, Jersey City, N.J. Applicant's attorney: Daniel J. Sweeney, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Source and special nuclear and by-product materials, radioactive and classified materials, and related reactor, experiment equipment, component parts and associated materials, and returned or rejected shipments*, serving between the sites and facilities of the National Reactor Testing Station, other facilities of the U.S. Government, and U.S. Government contractors located in Alameda, Contra Costa, Los Angeles, Ventura, Santa Clara, and San Francisco Counties, Calif.; Hartford, Middlesex, and New Haven Counties, Conn.; Burke County, Ga.; Butte and Jefferson Counties, Idaho; Du Page County, Ill.; Baltimore County, Md.; Bristol and Middlesex Counties, Mass.; Wayne County, Mich.; Bernalillo and Los Alamos Counties, N. Mex.; Schenectady, Suffolk, and Westchester Counties, N.Y.; Hamilton, Licking, Montgomery, and Summit Counties, Ohio; Allegheny, Centre, and Westmoreland Counties, Pa.; Anderson County, Tenn.; Tooele County, Utah; Campbell County, Va., and Benton County, Wash.

HEARING: June 12, 1961, at the Park East Hotel, Kansas City, Mo., before Examiner Hugh M. Nicholson.

No. MC 42963 (Sub No. 13), filed May 15, 1961. Applicant: DANIEL HAMM DRAYAGE COMPANY, a corporation, Second and Tyler Streets, St. Louis, Mo. Applicant's attorney: Ernest A. Brooks, II, 1301 Ambassador Building, St. Louis 1, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Source and special nuclear and by-products materials, radioactive and classified materials, and related reactor, experiment equipment, component parts and associated materials, and empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified, serving between the sites and facilities of the National Reactor Testing Station, other facilities of the U.S. Government, and U.S. Government Contractors located in the Counties of Alameda, Contra Costa, Los Angeles, Ventura, Santa Clara, and San Francisco, Calif.; Hartford, Middlesex, and New Haven, Conn.; Butte and Jefferson, Idaho, Burke, Ga.; Du Page, Ill., Baltimore, Md.; Bristol and Middlesex, Mass.; Wayne, Mich.; Bernalillo and Los Alamos, N. Mex.; Schenectady, Suffolk and Westchester, N.Y.; Hamilton, Licking, Montgomery, and Summit, Ohio; Allegheny, Centre and Westmoreland, Pa.; Anderson, Tenn.; Tooele, Utah; Campbell, Va., and Benton, Wash.

HEARING: June 12, 1961, at the Park East Hotel, Kansas City, Mo., before Examiner Hugh M. Nicholson.

No. MC 52842 (Sub No. 1), filed March 19, 1961. Applicant: EARL L. PERIN, P.O. Box 474, Priest River, Idaho. Applicant's attorney: Hugh A. Dressel, 702 O. N. B. Building, Spokane, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber and cants*, from points in Bonner County, Idaho, to points in Nez Perce County, Idaho.

HEARING: July 28, 1961, at the Davenport Hotel, Spokane, Wash., before Joint Board No. 169, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 55811 (Sub No. 70), filed May 4, 1961. Applicant: CRAIG TRUCKING, INC., Albany, Ind. Applicant's attorney: Howell Ellis, Suite 1210-12 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs and food preparations*, from points in De Kalb, La Salle, Ogle, Boone, and Carroll Counties, Ill., to points in Indiana, Ohio, the lower peninsula of Michigan, Iowa, Kentucky, Minnesota, Missouri, Wisconsin, Tennessee, Pennsylvania, and West Virginia.

HEARING: July 14, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Examiner William E. Messer.

No. MC 61640 (Sub No. 7), filed April 26, 1961. Applicant: THE RATHBUN CARTAGE COMPANY, a corporation, 20 Vance Street at Erie, Toledo, Ohio. Applicant's representative: Earl J. Thomas, Thomas Building, 5844-5850 North High Street, Worthington, Ohio. Authority

sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Fresh meats, packing-house products, and dairy products*, as defined in Groups A, B, and C of Appendix I, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Toledo, Ohio, to points in Allen, Crawford, Hardin, Lorain, Marion, and Richland Counties, Ohio; and (2) *rejected shipments* of the above-specified commodities, from points in Allen, Crawford, Hardin, Lorain, Marion, and Richland Counties, Ohio, to Toledo, Ohio.

HEARING: July 25, 1961, in Room 214, Federal Building, Lansing, Mich., before Joint Board No. 57, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 71652 (Sub No. 1), filed March 15, 1961. Applicant: ATHEL HUPP DUDLEY, INC., U.S. Highway 99, Phoenix, Ore. Applicant's attorney: John G. McLaughlin, Pacific Building, Portland 4, Ore. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Wood products* (consisting of bracing, blocking and carloading material, pallet stock, grape stakes, and grape cross-arms only), between points in Jackson and Josephine Counties, Ore., on the one hand, and, on the other, points in California.

HEARING: July 19, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 11, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 74846 (Sub No. 48), filed May 10, 1961. Applicant: LEWIS G. JOHNSON, Port Gibson, N.Y. Applicant's attorney: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Urea*, in bulk in bags; from North Claymont, Del., to points in Niagara, Erie, Cattaraugus, Orleans, Genesee, Wyoming, Allegany, Monroe, Livingston, Steuben, Wayne, Ontario, Yates, Seneca, Cayuga, Schuyler, Chemung, Tioga, Tompkins, Broome, Cortland, Chenango, Delaware, Otsego, Madison, Onondaga, Oneida, Herkimer, Oswego, Jefferson, and Lewis Counties, N.Y., and McKean, Cameron, Potter, Clinton, Lycoming, Tioga, Sullivan, Bradford, Susquehanna, and Wyoming Counties, Pa., and returned, rejected, damaged and refused shipments, on return.

HEARING: July 6, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner A. Lane Cricher.

No. MC 76266 (Sub No. 103), filed May 15, 1961. Applicant: MERCHANTS MOTOR FREIGHT, INC., 2625 Territorial Road, St. Paul, Minn. Applicant's attorney: Edwin C. Reminger, 75 Public Square, Suite 1316, Cleveland 13, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and

those requiring special equipment), serving Medina, Ohio, as an off-route point in connection with applicant's regular route operations to and from Cleveland.

HEARING INFORMATION: By order dated May 18, 1961, the subject application was assigned for hearing May 22, 1961, in Room 232, Old Post Office Building, Public Square and Superior Avenue, Cleveland, Ohio, before Joint Board No. 117, or, if the Joint Board waives its right to participate, before Examiner David Waters, along with the application of Snyder Bros. Motor Freight, Inc., MC-3379 (Sub No. 42), which seeks identical authority. That application was published in the FEDERAL REGISTER, issue of March 29, 1961. The purpose of this late publication of the same issues in the instant application is to advise that any person or persons who might have been prejudiced by lack of sufficient notice prior to hearing, may, within 30 days from the date of this publication, file a petition for further hearing in the instant proceeding, to wit: No. MC-76266 (Sub No. 103).

No. MC 78643 (Sub No. 45), filed May 15, 1961. Applicant: HART MOTOR EXPRESS, INC., 2600 University Avenue SE., Minneapolis, Minn. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value and Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), serving the site of the plant of Swift & Company, at or near Rochelle, Ill., as an off-route point in connection with applicant's regular route operation to and from Chicago, Ill.

NOTE: This application is subject to the "Special Rules of Procedure for Hearing", published in the FEDERAL REGISTER, issue of April 26, 1961, in Motor Carrier Notice No. 374, dated April 21, 1961.

HEARING: June 6, 1961, at the Midland Hotel, Chicago, Ill., before Joint Board No. 149, or, if the Joint Board waives its right to participate, before Examiner James C. Cheseldine.

No. MC 79080 (Sub No. 4), filed March 30, 1961. Applicant: AUSTGEN EXPRESS & STORAGE COMPANY, a corporation, 1111 Washington Street, Chicago Heights, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel* (namely, reinforcing bars, spirals, beams, braces, angles, brackets, columns, culvert sections, fencing, pipe, pipe fittings, posts, rods, and trusses, and welding wire), from Chicago Heights, Ill., to points in that part of Wisconsin south of Milwaukee, and including Milwaukee, and east of U.S. Highway 45.

HEARING: July 20, 1961, at the Midland Hotel, Chicago, Ill., before Joint Board No. 13, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 83539 (Sub No. 77) (AMENDMENT), filed January 30, 1961, published in the FEDERAL REGISTER, issue of May 3, 1961, republished as amended, this issue. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, P.O. Box 5976, Dallas, Tex. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City 3, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Source and special nuclear and by-product materials, radioactive and classified materials, and related reactor, experiment equipment, component parts and associated materials*, serving between the sites and facilities of the U.S. Government and U.S. Government Contractors, located in Alameda, Contra Costa, Los Angeles, Ventura, Santa Clara, and San Francisco Counties, Calif.; Hartford, Middlesex, and New Haven, Counties, Conn.; Burke County, Ga.; Butte and Jefferson Counties, Idaho; Du Page County, Ill.; Baltimore County, Md.; Bristol, and Middlesex Counties, Mass.; Wayne County, Mich.; Bernalillo and Los Alamos Counties, N. Mex.; Schenectady, Suffolk, and Westchester Counties, N.Y.; Hamilton, Licking, Montgomery, and Summit Counties, Ohio; Allegheny, Centre, and Westmoreland Counties, Pa.; Anderson County, Tenn.; Tooele County, Utah; Campbell County, Va., and Benton County, Wash.

NOTE: The purpose of this republication is to include Butte and Jefferson Counties, Idaho.

HEARING: Remains as assigned June 12, 1961, at the Park East Hotel, Kansas City, Mo., before Examiner Hugh M. Nicholson.

No. MC 93927 (Sub No. 2), filed May 1, 1961. Applicant: RICHARD A. GEORGE, R.D. #3, Allentown, Pa. Applicant's representative: Paul B. Kemmerer, 1620 North Nineteenth Street, Allentown, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pipe organs*, knocked down, loose, and loose component pipe organ parts and accessories; from Boston, Mass., to points in the United States (except Alaska and Hawaii); and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, and *dismantled (used) pipe organs*, knocked down, loose, and loose component pipe organ parts and accessories, on return.

HEARING: June 29, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James O'D. Moran.

No. MC 95540 (Sub No. 354), filed March 20, 1961. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, P.O. Box 785, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, and articles distributed by meat packing houses*, as defined by the Commission, from St. Joseph, Mo., to points in Florida.

HEARING: July 24, 1961, at the Park East Hotel, Kansas City, Mo., before Examiner Lawrence A. Van Dyke, Jr.

No. MC 101229 (Sub No. 2), filed April 12, 1961. Applicant: HAROLD R. WOOD, SR., doing business as THE WOOD WAY, 28 South Avenue, Newport, Vt. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, between points in Vermont north of U.S. Highway 2, on the one hand, and, on the other, points in Maine, and Connecticut.

HEARING: July 28, 1961, at the Washington County Court House, Montpelier, Vt., before Examiner Reece Harrison.

No. MC 103880 (Sub No. 225), filed April 24, 1961. Applicant: PRODUCERS TRANSPORT, INC., 224 Buffalo Street, New Buffalo, Mich. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank vehicles, between points in Michigan, on the one hand, and, on the other, the Ports of Entry on the International Boundary line between the United States and Canada at or near Detroit and Port Huron, Mich.

NOTE: Applicant states it is the owner of 50 percent of the outstanding shares of stock of Tank Truck Transport, Ltd.

HEARING: July 24, 1961, in Room 214, Federal Building, Lansing, Mich., before Joint Board No. 163, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 106965 (Sub No. 165), filed May 8, 1961. Applicant: M. I. O'BOYLE & SON, INC., doing business as O'BOYLE TANK LINES, 1825 Jefferson Place, NW, Washington 6, D.C. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vinegar*, in bulk, in tank vehicles, from Baltimore, Md., to points in Ohio.

NOTE: Applicant states the authority sought will not duplicate any now held by it and will not be tacked with any existing authority. Applicant is under common control and management with O'Boyle Tank Lines, Incorporated, a Virginia corporation. Applicant has pending contract applications under MC 112563 and Subs thereunder, therefore, dual operations may be involved.

HEARING: July 6, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Armin G. Clement.

No. MC 107012 (Sub No. 34), filed May 4, 1961. Applicant: NORTH AMERICAN VAN LINES, INC., Lincoln Highway, E., and Meyer Road, P.O. Box 988, Fort Wayne, Ind. Applicant's attorney: G. Zan Golden (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture, new store and office fixtures and equipment, new household fixtures and appliances, and new office and household*

furnishings, all uncrated, from points in Texas to points in the United States, including Alaska and Hawaii.

NOTE: Applicant states that no duplicating authority is here requested, except in certain instances where the authority sought would eliminate necessity for gateway observance.

HEARING: July 13, 1961, at the Baker Hotel, Dallas, Tex., before Examiner John B. Mealy.

No. MC 107107 (Sub No. 164), filed March 15, 1961. Applicant: ALTERMAN TRANSPORT LINES, INC., P.O. Box 65, Allapattah Station, Miami 42, Fla. Applicant's attorney: Frank B. Hand, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Beverage preparations, milk food, malted milk, syrups, nuts (shelled and unshelled), candy, and confectionery, from Villa Park, Ill., to Savannah, Ga., and points in Florida.

HEARING: July 17, 1961, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 107515 (Sub No. 364), filed April 13, 1961. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta 10, Ga. Applicant's attorney: Allan Watkins, Suite 214-217 Grant Building, Atlanta 3, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, and meat by-products, as defined by the Commission in Ex Parte No. MC-45 (except canned meats and commodities moving in bulk, in tank vehicles); (1) from Stamford, Tex., to points in Alabama, Georgia, Florida, North Carolina, South Carolina, Virginia, Kentucky, and Tennessee (except Memphis, Tenn.); and (2) from Stamford, Tex., to points in Louisiana, Mississippi, and Memphis, Tenn. RESTRICTION: Applicant states shipments to Louisiana, Mississippi, and Memphis, Tennessee shall be restricted to those for partial unloading and subsequent delivery at destinations in Alabama, Georgia, Florida, North Carolina, South Carolina, Virginia, Kentucky, and points in Tennessee other than Memphis, Tennessee.

HEARING: July 25, 1961, at the Hotel Texas, Fort Worth, Tex., before Examiner John B. Mealy.

No. MC 110505 (Sub No. 59), filed March 24, 1961. Applicant: RINGLE TRUCK LINES, INC., 405 South Grant Avenue, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Foodstuffs and food preparations, from points in De Kalb, La Salle, Ogle, Boone, and Carroll Counties, Ill., to points in Indiana, Ohio, Iowa, Michigan, Kentucky, Minnesota, Missouri, Wisconsin, Tennessee, Pennsylvania, and West Virginia, and damaged and rejected shipments of the above specified commodities, on return.

HEARING: July 14, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Examiner William E. Messer.

No. MC 110698 (Sub No. 154), filed May 11, 1961. Applicant: RYDER TANK LINE, INC., P.O. Box 457, Greensboro, N.C. Applicant's attorney: Daniel B. Johnson, Transportation Building, Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products, in bulk, in tank vehicles, (1) from Friendship, N.C., to points in McDowell, Wyoming, and Mercer Counties, W. Va., and those in Virginia on and west of U.S. Highway 21; and (2) from Knoxville and Warcer, Tenn., to points in McDowell, Wyoming, and Mercer Counties, W. Va., and those in Virginia on and west of U.S. Highway 220.

HEARING: July 10, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James A. McKiel.

No. MC 112020 (Sub No. 117), filed May 15, 1961. Applicant: COMMERCIAL OIL TRANSPORT, INC., 1030 Stayton Street, Fort Worth, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizer and urea feed ingredients, dry, in bulk, between points in Texas, Oklahoma, Kansas, Nebraska, Iowa, Missouri, Arkansas, Louisiana, Colorado, New Mexico, Arizona, Mississippi, Tennessee, Illinois, Minnesota, Wisconsin, North Dakota, South Dakota, Michigan, and Indiana.

NOTE: Applicant states that it is owned by Commercial Oil Transport of Oklahoma, Inc., so therefore common control may be involved.

HEARING: June 15, 1961, at the Baker Hotel, Dallas, Tex., before Examiner James I. Carr.

No. MC 112750 (Sub No. 59), filed April 21, 1961. Applicant: ARMORED CARRIER CORPORATION, DeBevoise Building, 222-17 Northern Boulevard, Bayside, L.I., N.Y. Applicant's attorney: Paul F. Sullivan, Sundial House, 1821 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Bank checks, drafts and other bank stationery; from Pawtucket, R.I., to points in Massachusetts and Connecticut, points in Grafton, Merrimack, Belknap, Strafford, Rockingham, Sullivan, Cheshire, and Hillsboro Counties, N.H., points in Maine on and south of a line beginning at the New Hampshire-Maine State line and extending along U.S. Highway 2 to Bangor, Maine, thence along Alternate U.S. Highway 1 to Ellsworth, Maine, and points in Albany, Broome, Cayuga, Chautauque, Columbia, Cortland, Delaware, Dutchess, Erie, Essex, Fulton, Genesee, Greene, Hamilton, Herkimer, Jefferson, Lewis, Livingston, Madison, Monroe, Montgomery, Niagara, Oneida, Onondaga, Ontario, Orange, Orleans, Oswego, Otsego, Putnam, Rensselaer, Saratoga, Schoenectady, Schoharie, Seneca, Sullivan, Ulster, Warren, Washington, Wayne, Westchester, Wyoming, and Yates Counties, N.Y., and empty containers or other such incidental facilities, used in transporting the above-described commodities, on return.

NOTE: Applicant indicates the destination points will be banks and banking institutions.

HEARING: July 14, 1961, in Room 308, Main Post Office Building, Providence, R.I., before Examiner Reece Harrison.

No. MC 114019 (Sub No. 58), filed May 16, 1961. Applicant: MIDWEST EMERY FREIGHT SYSTEM, INC., 7000 South Pulaski Road, Chicago 29, Ill. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, packinghouse products, and commodities used by packinghouses, as described in Appendix I to Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, from Rochelle, Ill., to points in Wisconsin, Iowa, the Lower Peninsula of Michigan, Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, Indiana, Ohio, Pennsylvania, New York, and New Jersey.

NOTE: Common control may be involved. NOTE: This application is subject to the "Special Rules of Procedure for Hearing", published in the FEDERAL REGISTER, issue of April 26, 1961, in Motor Carrier Notice No. 374, dated April 21, 1961.

HEARING: June 6, 1961, at the Midland Hotel, Chicago, Ill., before Examiner James C. Cheseldine.

No. MC 114045 (Sub No. 69), filed April 14, 1961. Applicant: TRANS-COLD EXPRESS, INC., P.O. Box 5842, Dallas, Tex. Applicant's attorney: Leroy Hallman, 617 First National Bank Building, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Confectionary products, from points in Pennsylvania (except Philadelphia), to points in Texas.

HEARING: July 18, 1961, at the Baker Hotel, Dallas, Tex., before Examiner John B. Mealy.

No. MC 114045 (Sub No. 70), filed April 17, 1961. Applicant: TRANS-COLD EXPRESS, INC., P.O. Box 5842, Dallas, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, and food products, from Martinville, Ind., to points in Texas and Oklahoma.

HEARING: July 17, 1961, at the Baker Hotel, Dallas, Tex., before Examiner John B. Mealy.

No. MC 114098 (Sub No. 17), filed May 8, 1961. Applicant: LOWTHER TRUCKING COMPANY, a corporation, 521 Penman Street, P.O. Box 2115, Charlotte 1, N.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Slabs, and building and roofing concrete (made of portland cement with wood fiber or wood chip aggregate), on flat trailers, from Richmond, Va., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Tennessee, South Carolina, West Virginia, Georgia, Florida,

Alabama, Mississippi, Louisiana, Arkansas, Oklahoma, and Texas.

HEARING: June 30, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Alfred B. Hurley.

No. MC 115826 (Sub No. 10), filed April 13, 1961. Applicant: W. J. DIGBY, INC., 1960 Thirty First Street, Denver, Colo. Applicant's attorney: Marion F. Jones, Suite 526 Denham Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen fruit, berries and vegetables*, and (2) *frozen fruit and vegetable juices and concentrates*, between points in Idaho, on the one hand, and, on the other, points in Colorado, Washington, and Oregon.

HEARING: July 10, 1961, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner William R. Tyers.

No. MC 116459 (Sub No. 25), filed May 8, 1961. Applicant: RUSS TRANSPORT, INC., P.O. Box 8292, Chattanooga 11, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids and chemicals*, in bulk, in tank or hopper-type vehicles; from Charleston, Tenn. and points within 10 miles thereof, to points in Alabama, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.

HEARING: June 9, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner John L. York.

No. MC 116532 (Sub No. 1), filed April 13, 1961. Applicant: LEMA F. CARTER, Pittsford, Vt. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Marble waste*, in bulk, in dump vehicles, from West Rutland, Vt., to Adams, Mass.

HEARING: July 27, 1961, at the Washington County Court House, Montpelier, Vt., before Joint Board No. 187, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 117119 (Sub No. 18), filed March 31, 1961. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: A. Alvis Layne, Jr., Pennsylvania Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods and frozen poultry*, from Fort Smith, Dardanelle, Clarksville, Johnson, Berryville, Bentonville, Little Rock, Rodgers, Siloam Springs and Springdale, Ark., and Carthage, and Marionville, Mo., to points in Alabama, Georgia, and Tennessee (except Memphis), and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, on return.

HEARING: July 12, 1961, at the Arkansas Commerce Commission, Justice Building, State Capitol, Little Rock, Ark., before Examiner John B. Mealy.

No. MC 117295 (Sub No. 2), filed April 10, 1961. Applicant: BEST TRANSPORT, INC., 11700 Shaker Boulevard, Cleveland 20, Ohio. Applicant's attorney: John Andrew Kundtz, 1050 Union

Commerce Building, Cleveland 14, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, in tank vehicles, and in bags and packages; from the plant site of the Lehigh Portland Cement Company in Providence, R.I., to points in Connecticut on and east of Connecticut Highway 32, and to points in Massachusetts on and east of Massachusetts Highway 32, and *rejected and returned shipments*, on return.

NOTE: Applicant states the proposed operation will be under continuing contract with Lehigh Portland Cement Company of Allentown, Pa.

HEARING: July 13, 1961, in Room 308, Main Post Office Building, Providence, R.I., before Joint Board No. 134, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 119309 (Sub No. 5), filed April 14, 1961. Applicant: RICHARD S. WATHEN, ROBERT L. WATHEN, AND JOHN H. WATHEN, a partnership, doing business as WATHEN GRAIN COMPANY, Outer Second Street, Henderson, Ky. Applicant's attorney: William M. Deep, Ohio Valley National Bank Building, Henderson, Ky. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry animal and poultry feed*, in bags and in bulk; from the plant site of Ralston-Purina in St. Louis, Mo., to Henderson, Ky., and points in Henderson County, Ky., and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

HEARING: July 11, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Examiner William E. Messer.

No. MC 119309 (Sub No. 6), filed April 14, 1961. Applicant: RICHARD S. WATHEN, ROBERT L. WATHEN, AND JOHN H. WATHEN, a partnership, doing business as WATHEN GRAIN COMPANY, Outer Second Street, Henderson, Ky. Applicant's attorney: William M. Deep, Ohio Valley National Bank Building, Henderson, Ky. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Flour*, in bags, from the site of the Fuhrer-Ford Mill Company, Inc., plant, at Mt. Vernon, Ind., to points in Illinois, Iowa, Michigan, Tennessee, Indiana, Wisconsin, Missouri, Alabama, Ohio, Arkansas, Kentucky, and Kansas, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodity specified above, on return.

HEARING: July 11, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Examiner William E. Messer.

No. MC 119309 (Sub No. 7), filed April 14, 1961. Applicant: RICHARD S. WATHEN, ROBERT L. WATHEN AND JOHN H. WATHEN, a partnership, doing business as WATHEN GRAIN COMPANY, Outer Second Street, Henderson, Ky. Applicant's attorney: William M. Deep, Ohio Valley National Bank Building, Henderson, Ky. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, both in bags and in bulk; from the site of Davis

Chemical Company, Nashville, Tenn., to Henderson, Ky., and points in Henderson County, Ky., and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

HEARING: July 12, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 264, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 119507 (Sub No. 4), filed May 15, 1961. Applicant: CRAUN TRANSPORTATION, INC., Emma Street, Bettsville, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, limestone, and limestone products*, from Carey and Broken Sword, Ohio, to points in Illinois and Indiana, points in Pennsylvania on and west of U.S. Highway 219, including Port Allegany, Pa., points in New York, points in West Virginia on and west of U.S. Highway 219, and points in Michigan.

HEARING: June 22, 1961, at the New Post Office Building, Columbus, Ohio, before Examiner A. Lane Cricher.

No. MC 119507 (Sub No. 5), filed May 15, 1961. Applicant: CRAUN TRANSPORTATION, INC., Emma Street, Bettsville, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 Le Veque-Lincoln Tower, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, limestone, and limestone products*, from points in Ottawa and Sandusky Counties, Ohio, to points in Illinois (except Chicago and points in the Chicago Commercial Zone), points in Pennsylvania on and west of U.S. Highway 219 (except the Counties of Erie, Crawford, Mercer, Lawrence, Beaver, Washington, Greene, Venango, Butler, and Allegheny), including Port Allegany, Pa., points in New York, and points in West Virginia on and west of U.S. Highway 219 (except the Counties of Hancock, Brooke, Ohio, Marshall, Wood, Mason, Cabell, Putnam, and Kanawha).

HEARING: June 22, 1961, at the New Post Office Building, Columbus, Ohio, before Examiner A. Lane Cricher.

No. MC 119531 (Sub No. 8), filed April 28, 1961. Applicant: DIECKBRADER EXPRESS, INC., 5391 Eastern Avenue, Cincinnati 26, Ohio. Applicant's attorney: Charles W. Singer, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic articles, shapes or forms* used for packaging, closure or display purposes, and *mixtures of paper and plastic compositions of the same commodities, and machinery, materials and supplies* used in the manufacture, sale or distribution thereof; (1) between Anderson, Ind., on the one hand, and, on the other, points in Illinois, Ohio, and those in Michigan on and south of a line beginning at Ludington, Mich., and extending along U.S. Highway 10 to Saginaw, Mich., thence along U.S. Highway 23 to Bay City, Mich., thence along the shore of Saginaw Bay to Lake Huron, and thence along the shore of

Lake Huron to Port Huron. (2) Between Chicago, Ill., on the one hand, and, on the other, points in Indiana, Ohio, and Michigan. (3) Between Cleveland, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Michigan, New York, and Pennsylvania. (4) Between Rock Island, Ill., on the one hand, and, on the other, points in Indiana and Ohio. (5) Between Cincinnati, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, and Kentucky, and those in West Virginia on and west of U.S. Highway 119. (6) Between Carthage, Ohio, on the one hand, and, on the other, points in Ohio, Michigan, and Illinois. (7) Between Circleville, Ohio, on the one hand, and, on the other, Covington, Ky., Charleston and Huntington, W. Va., and points in Indiana, Michigan, and Illinois. (8) Between Noblesville, Ind., on the one hand, and, on the other, Chattanooga and Knoxville, Tenn., points in Ohio, Illinois, and Kentucky, and those in that part of Michigan east of a line beginning at the Michigan-Ohio State line and extending along U.S. Highway 127 to Lansing, Mich., thence along Michigan Highway 78 to Flint, Mich., thence along U.S. Highway 23 to Whitestone Point (except Detroit, Jackson, Lansing, Flint, Saginaw, and Bay City, Mich.). (9) Between Lapel, Ind., on the one hand, and, on the other, points in Illinois, Iowa, Minnesota, Ohio, Wisconsin, Kentucky, and the lower peninsula of Michigan.

Note: Applicant holds contract carrier authority in MC 30697 and Subs thereunder, dual operations may be involved.

HEARING: June 27, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Isadore Freidson.

No. MC 119808 (Sub No. 2), filed January 23, 1961. Applicant: ROBERT F. DUBOIS, doing business as DUBOIS TRUCKING, Northfield, Vt. Applicant's attorney: Andre J. Barbeau, 12 Paris Terrace, Manchester, N.H. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Limestone and marble*, ground, crushed, pulverized, and broken, in bulk, in dump equipment; from Winnooski, Vt., to points in Maine, New Hampshire, Virginia, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, and Washington, D.C., and refused or rejected shipments, on return.

HEARING: July 27, 1961, at the Washington County Court House, Montpelier, Vt., before Examiner Reece Harrison.

No. MC 123042 (Sub No. 2), filed April 19, 1961. Applicant: CLIFFORD COOL, 500 Gero Avenue, Manistique, Mich. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Bakery goods*, from Escanaba, Mich., to Manistique, Mich.

HEARING: July 25, 1961, in Room 214, Federal Building, Lansing, Mich., before Joint Board No. 76, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 123447, filed February 17, 1961. Applicant: JOHN YOUNES AND REX YOUNES, a partnership, doing business as R & J TRUCK LINE, Harrison, Ark. Applicant's attorney: Turner White, 808 Woodruff Building, Springfield, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Wood flooring*; from Harrison, Ark., to Kansas City, Mo., St. Louis, Mo., and Chicago, Ill. (2) *Iron and steel articles*; from Chicago, Ill., St. Louis, Mo., and Kansas City, Mo., to Harrison, Ark. (3) *Animal and poultry feed and supplies*; from St. Louis, Mo., and Kansas City, Mo., to Harrison, Ark. (4) *Zinc, aluminum ingots and magnesium ingots*; from Kansas City, Mo., to Harrison, Ark.

HEARING: July 10, 1961, at the Arkansas Commerce Commission, Justice Building, State Capitol, Little Rock, Ark., before Examiner John B. Mealy.

No. MC 123451, filed February 20, 1961. Applicant: JOE A. HALL, doing business as MADRAS FREIGHT LINES, Box 206, Madras, Ore. Applicant's attorney: Earle V. White, 2130 Southwest Fifth Avenue, Portland 1, Ore. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Livestock*, between points in Oregon, on the one hand, and, on the other, points in Oregon, Washington, Idaho, Nevada, and California; (2) *feed, animal or poultry, including minerals and salts*, between points in Oregon, on the one hand, and, on the other, points in Oregon, Washington, Idaho, Nevada, and California; (3) *general commodities*, within a radius of 30 miles of Madras, Ore. Applicant states exempt commodities will be transported, on return.

HEARING: July 13, 1961, at 10:30 o'clock a.m., at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Examiner William R. Tyers.

No. MC 123468, filed February 27, 1961. Applicant: PORTLAND MOVING & STORAGE CO., a corporation, 800 Southeast Hawthorne Avenue, Portland, Ore. Applicant's attorney: John M. Hickson, Failing Building, Portland 4, Ore. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Loose and crated household goods*, and *boxed and containerized (metal or wood) household goods*; between points in Oregon.

HEARING: July 14, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Ave., Portland, Ore., before Joint Board No. 172, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 123487, filed March 6, 1961. Applicant: HENRY HAMEL AND NORMAN E. HAMEL, doing business as HAMEL MOTOR TRANSP. CO., R.F.D. No. 1, River Road, Suncook, N.H. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Rough granite*, between Concord, N.H., on the one hand, and, on the other, Ogunquit and North Berwick, Maine.

HEARING: July 21, 1961, at the New Hampshire Public Service Commission,

Concord, N.H., before Joint Board No. 114, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 123511 (Sub No. 2), filed May 9, 1961. Applicant: GRINGERI BROS. TRANSPORTATION CO., INC., 10 Baskin Road, Lexington 73, Mass. Applicant's attorney: Jeanne M. Hession, Master in Chancery, 64 Harvest Street, Dorchester, Mass. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Such merchandise as is dealt in by 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, in tank vehicles, from Watertown, Mass., to Kittery, Maine, Dover, Rochester, and Portsmouth, N.H., and points in Rhode Island, under a continuing contract with Star Market Company, Newtonville, Mass.; and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application, from the above-specified destination points to Watertown, Mass.

HEARING: June 23, 1961, at the New Post Office and Court House Building, Boston, Mass., before Examiner Francis A. Welch.

No. MC 123522, filed March 31, 1961. Applicant: MAURICE SEYLLER, Hampshire, Ill. Applicant's attorney: Eugene L. Cohn, One North La Salle Street, Chicago 2, Ill. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Propane*, in bulk, in tank vehicles, from the site of the terminal of the Mid-America Pipeline Company, approximately 3 miles west of Janesville, Wis., on or near U.S. Highway 14, to points in Illinois on and north of U.S. Highway 6, and on and west of Illinois Highway 59. RESTRICTION: The transportation service proposed is limited to that performed under a continuing contract with persons who operate liquefied petroleum gas bulk plants.

HEARING: July 20, 1961, at the Midland Hotel, Chicago, Ill., before Joint Board No. 13, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 123527, filed March 27, 1961. Applicant: CORDES TOWING SERVICE, INC., 610 Fifth Avenue, Seattle, Wash. Applicant's attorney: Jack M. Whitmore, 305 Hoge Building, Seattle 4, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Disabled motor vehicles, including trailers* (but not including house trailers), in truck-away service, restricted to the use of wrecking or towing vehicles, between points in Washington, Oregon, and Idaho.

NOTE: Applicant states it proposes to transport disabled trucks and automobiles, on return.

HEARING: July 25, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 81, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 123543 (CORRECTION), filed March 30, 1961, published in the FEDERAL REGISTER, issue of May 3, 1961, republished as corrected this issue. Applicant: ROCCO L. FANELLI, doing business as FANELLI'S TRUCK RENTAL CO., Campion Road, New Hartford, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Corrugated and plastic shipping containers*, from New Hartford, N.Y., to Saudertown, Greencastle, Pittsburgh, York, and Bethlehem, Pa., Paterson, N.J., Baltimore, Md., Danbury, Conn., Boston, Mass., Troy, Vt., and Groveton, N.H.; and (a) *empty pallets and rejected shipments* of corrugated and plastic shipping containers, from the above-specified destination points to New Hartford, N.Y., and (b) *paper roll stock*, from York, Pa., Groveton, N.H., Riegelsville, Pa., Whiphany and Clifton, N.J., "to New Hartford, N.J."; and (2) *manufactured paper products* (including, but not limited to paper napkins, toilet tissue, hand towels), from Albany, N.Y., to Philadelphia, Pittsburgh, and Reading, Pa., Hackensack and Englewood, N.J., Baltimore, Md., Stratford, Conn., Boston, Mass., Berlin, N.H., Cleveland, Mansfield, Ashtabula, and Youngstown, Ohio, Gary and East Chicago, Ind., Detroit, Mich., Chicago, Ill., and Kaukauna, Wis.; and (a) *paper waste*, from the above-specified destination points listed in (2) above to Albany, N.Y.; and (b) *manufactured paper products*, from Gary, Ind., and Kaukauna, Wis., to Albany, N.Y.

NOTE: The purpose of this republication is to add "to New Hartford, N.J.", as shown above, inadvertently omitted from the previous publication.

HEARING: Remains as assigned June 20, 1961, at the Federal Building, Syracuse, N.Y., before Examiner Harold P. Boss.

No. MC 123552, filed April 3, 1961. Applicant: SHANNON TRANSPORT, INC., Route 1, Box 1847, Sweet Home, Ore. Applicant's attorney: Earle V. White, 2130 Southwest Fifth Avenue, Portland 1, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except commodities in bulk) between Sweet Home, Foster, and Lebanon, Ore., and Green Peter Dam site (approximately 8 miles Northeast of Foster, Ore.).

HEARING: July 20, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 172, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 123552 (Sub No. 1), filed April 3, 1961. Applicant: SHANNON TRANSPORT, INC., Route 1, Box 1847, Sweet Home, Ore. Applicant's attorney: Earle V. White, White & Southwell, 2130 Southwest Fifth Avenue, Portland 1, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, fibreboard, urea* in packages, *feed*, and *seed*, between points in Clark County, Wash., and points in Multnomah and Coos Counties, Ore., on the one hand,

and, on the other, points in Linn and Lane Counties, Ore.

HEARING: July 17, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 123553, filed April 3, 1961. Applicant: JAMES R. JONES, doing business as J. R. JONES WHOLESAL LUMBER, R.R. No. 1, Paragon, Ind. Applicant's attorney: Donald W. Smith, 511 Fidelity Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Lumber*, from points in Alabama, Mississippi, and Arkansas, to points in Marion and Johnson Counties, Ind.; and (2) *veneer*, from points in Marion and Johnson Counties, Ind., to points in Alabama, Mississippi, and Arkansas.

HEARING: July 13, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Examiner William E. Messer.

No. MC 123556, filed April 3, 1961. Applicant: RAHIER TRUCKING, INC., 1822 South First Street, Yakima, Wash. Applicant's attorney: James A. Nelson, Public Service Building, Portland 4, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, and *agricultural commodities*, from points in Los Angeles County, and San Francisco, Calif., to Tacoma, Seattle, and Yakima, Wash.

HEARING: July 26, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 5, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 123565, filed April 6, 1961. Applicant: NELSON TRUCK LINES, INC., 210 South Locust Street, Twin Falls, Idaho. Applicant's attorney: Lloyd J. Walker, 111 Shoshone Street, Twin Falls, Idaho. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Processed ingredients for manufacturing all livestock, poultry, and fish feeds*; from points in Minnesota south of St. Cloud, Minn., points in Wisconsin south of Marshfield, Wis., and points in Iowa and Nebraska, to points in Idaho lying south of the Salmon River, and *empty containers or other such incidental facilities*, used in transporting the above-named commodities, and *exempt agricultural commodities*, on return.

HEARING: July 12, 1961, at the Public Utilities Commission, State House, Boise, Idaho, before Examiner William R. Tyers.

No. MC 123569, filed April 7, 1961. Applicant: MATICH TRANSPORTATION COMPANY, a corporation, 350 West Valley Boulevard, Rialto, Calif. (Mail: P.O. Box 65, Colton, Calif.). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Barstow, Calif., and Las Vegas, Nev., and points within ten (10) miles of each, to points in California, Nevada, Arizona, and Utah, and *empty*

containers or other such incidental facilities (not specified) used in transporting the commodities specified, and *rejected and contaminated shipments* of petroleum and petroleum products, from points of delivery in the named States to points in Los Angeles, Orange, Ventura, and San Bernardino Counties, Calif.

HEARING: July 12, 1961, at the Federal Building, Los Angeles, Calif., before Examiner Abraham J. Essrick.

No. MC 123576, filed April 26, 1961. Applicant: DALE WALKER AND DELBERT E. BROWN, doing business as BROWN AND WALKER TRANSPORTATION COMPANY, 711 Howard Road, Greenwood, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Prefabricated homes and parts and accessories thereof*, from Shelbyville, Ind., to Dayton, Ohio, and *rejected and damaged shipments* of the above-specified commodities, on return.

HEARING: July 12, 1961, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 60, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 123588, filed April 18, 1961. Applicant: BENJAMIN BARR GOFF, 398 South Second Street, Prineville, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood chips*, from Spray, Ore., to Wallula, Wash.

HEARING: July 18, 1961, at the Interstate Commerce Commission Hearing Room, 410 Southwest 10th Avenue, Portland, Ore., before Joint Board No. 45, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 123592, filed April 19, 1961. Applicant: OTIS MELVIN, doing business as MELVIN OIL AND TIRE CO., Rockport, Mo. Applicant's attorney: B. W. LaTourette, Jr., Suite 1230 Boatmen's Bank Building, St. Louis 2, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from the Kansas City, Mo.-Kansas City, Kans., Commercial Zone, to points in Holt, and Andrew Counties, Mo.

HEARING: July 18, 1961, at the Missouri Hotel, Jefferson City, Mo., before Joint Board No. 36, or, if the Joint Board waives its right to participate, before Examiner Lawrence A. Van Dyke, Jr.

No. MC 123603, filed April 21, 1961. Applicant: DONALD J. ICE, doing business as DONALD ICE BUILDING STONE, 1146 Stanley Avenue, Evansville, Ind. Applicant's attorney: Walter F. Jones, Jr., 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Concrete pipe*, from Evansville, Ind., to points in Illinois on and south of U.S. Highway 36, points in Kentucky on and west of U.S. Highway 25, points in Tennessee on and west of U.S. Highway 127 and points in Missouri on and east of U.S. Highway 67.

HEARING: July 10, 1961, at 1:00 p.m., at the U.S. Court Rooms, Indianapolis, Ind., before Examiner William E. Messer.

No. MC 123642, filed May 5, 1961. Applicant: JOHN R. CAVER, 201 North Louise Street, Atlanta, Tex. Applicant's attorney: Howard A. Carney, Atlanta, Tex. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) Hot mix, crushed stone, shell, asphalt not in tank vehicles, treated crushed stone, aggregate, rip rap, rocks, sand, gravel, caliche, dirt, bulk cement mixed with sand, gravel and crushed limestone, batch, ore, and flexible base, in bulk, and (2) empty containers or other such incidental facilities (not specified) used in transporting the commodities specified in this application, between Atlanta, Tex., and points in Texas, Arkansas, Oklahoma, and Louisiana within ninety (90) miles of Atlanta.

NOTE: Applicant states he proposes to operate from any pit, railhead, stockpile, crushing plant or source of supply to any construction jobsite or processing plant located in the above-specified territory.

HEARING: July 24, 1961, at the Baker Hotel, Dallas, Tex., before Examiner John B. Mealy.

No. MC 123644, filed May 5, 1961. Applicant: JOHN A. RUDZINSKI, doing business as JOHN A. RUDZINSKI TRUCKING, 1258 Union Avenue, Laconia, N.H. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizer and lime, from points in Maine and Massachusetts to points in New Hampshire.

HEARING: July 21, 1961, at the New Hampshire Public Service Commission, Concord, N.H., before Joint Board No. 69, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 123645, filed May 8, 1961. Applicant: CHEMICAL SALT SERVICE, INC., 64 Waltham Avenue, Springfield, Mass. Applicant's representative: William L. Mobley, Rooms 311-315, 1694 Main Street, Springfield 3, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Calcium chloride, in bulk and in bags, between points in Massachusetts.

NOTE: Applicant states the proposed operation will be restricted to shipments having a prior movement by rail. Applicant holds contract authority in MC 115921 and Subs thereunder, therefore, dual operations may be involved.

HEARING: July 20, 1961, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 231, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

MOTOR CARRIERS OF PASSENGERS

No. MC 2141 (Sub No. 2), filed March 24, 1961. Applicant: THE DIRECT LINES, INC., Ellis Avenue, Webster, Mass. Applicant's representative: William L. Mobley, 1694 Main Street, Rooms 311-315, Springfield 3, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes,

transporting: *Passengers*, in special round-trip operations, beginning and ending at Southbridge, Webster, and Worcester, Mass., and extending to Manville, R. I.

NOTE: Applicant states the proposed operation to be performed will be restricted to the transportation of passengers who, at the time, are traveling from the designated origin points to the designated destination and return for the purpose of participating in games commonly referred to as "beano" and "bingo" games.

HEARING: July 12, 1961, in Room 308, Main Post Office Building, Providence, R.I., before Joint Board No. 134, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

No. MC 3677 (Sub No. 47), filed May 10, 1961. Applicant: W. M. A. TRANSIT COMPANY, a corporation, 4421 Southern Avenue, Bradbury Heights, Md. Applicant's attorney: D. Jay Hyman, La Salle Building, Connecticut Avenue at L Street, Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage and newspapers, express and mail* in the same vehicle with passengers, (1) between junction Maryland Highways 214 and 389 and junction Maryland Highways 214 and 2; from junction Maryland Highways 214 and 389 over Maryland Highway 214 to junction Maryland Highway 2, and return over the same route, serving no intermediate points. (2) Between Bristol, Md., and Shadyside, Md.; from Bristol over Maryland Highway 258, to junction Maryland Highway 2, thence over Maryland Highway 256, thence over Maryland Highway 256, to junction Maryland Highway 255, thence over Maryland Highway 255, to Shadyside, and return over the same route, serving all intermediate points. (3) Between junction Maryland Highways 2 and 253 and Sparrows Beach, Md.; from junction Maryland Highway 2 and 253 over Maryland Highway 2, to junction Chinquapin Road, thence over Chinquapin Road, to junction Maryland Highway 387, thence over Maryland Highway 387, to junction Forest Drive, thence over Forest Drive to junction Bay Ridge Road, thence over Bay Ridge Road, to Sparrows Beach Road, and thence over Sparrows Beach Road, to Sparrows Beach, and return over the same route, serving the intermediate point of Carr's Beach, Md.

NOTE: Applicant states that it is presently authorized to conduct identical transportation services except that such services are restricted as follows: "In a seasonal operation between May 15 and September 15, both inclusive of each year". The purpose of this application being to terminate such restriction.

HEARING: July 7, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Joint Board No. 120.

No. MC 3677 (Sub. No. 48), filed May 10, 1961. Applicant: W. M. A. TRANSIT COMPANY, a corporation, 4421 Southern Avenue, Bradbury Heights, Md. Applicant's attorney: D. Jay Hyman, La

Salle Building, Connecticut Avenue at L Street, Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Express*, in connection with existing passenger service, (1) between Washington, D.C., and Indianhead, Md.; (a) from Washington over city streets, to the District of Columbia-Maryland State line, thence over Maryland Highway 224, to Mason Springs, Md., and thence over Maryland Highway 225, to Indianhead, and return over the same route, serving all intermediate points; and (b) from Washington over Alternate Maryland Highway 224, to Indianhead, and return over the same route, serving all intermediate points. (2) Between Fort Washington Md., and Silesia, Md.; from Fort Washington over Maryland Highway 549, to Silesia, and return over the same route, serving all intermediate points.

NOTE: Applicant states it is presently authorized under its Certificate No. MC 3677 Sub 34, to transport "Passengers and their baggage and newspapers in the same vehicle with passengers" between the identical points herein, applied for. Said Certificate does not give authority to transport "express" and this application is made for the sole purpose of adding "express" to the presently existing above-noted Certificate.

HEARING: July 11, 1961, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Joint Board No. 120.

No. MC 28339 (Sub No. 7), filed May 1, 1961. Applicant: BREMERTON-TACOMA STAGES, INC., 1936 Westlake Avenue, Seattle 1, Wash. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express, mail, and newspapers*, in the same vehicle with passengers, between Bremerton, Wash., and Seattle, Wash., via the Bremerton-Seattle Ferry.

HEARING: July 27, 1961, at the Federal Office Building, Seattle, Wash., before Joint Board No. 80, or, if the Joint Board waives its right to participate, before Examiner William R. Tyers.

No. MC 45414 (Sub-No. 2), filed April 24, 1961. Applicant: METROPOLITAN COACH SERVICE, INC., 800 Pleasant Street, Belmont, Mass. Applicant's attorney: Daniel H. Rider, 73 Tremont Street, Boston 8, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in special round-trip operations, beginning and ending at Arlington, Belmont, Boston, Brookline, Cambridge, Newton, Waltham, and Watertown, Mass., and extending to Derry, Hudson, and Nashau, N.H., and Central Falls, R.I.

NOTE: Applicant states the above is restricted to the transportation of passengers who at the time are traveling from the designated origin points to the designated destinations and return for the purpose of participating in games commonly referred to as Beano or Bingo games.

HEARING: July 19, 1961, at the New Post Office and Court House Building, Boston, Mass., before Joint Board No. 190, or, if the Joint Board waives its

right to participate, before Examiner Reece Harrison.

No. MC 59378 (Sub No. 2), filed March 20, 1961. Applicant: BLUEBIRD COACH LINES, INC., 4752 Joliet Avenue, Lyons, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers, express, mail, newspapers and baggage of passengers*, in the same vehicle with passengers, between Chicago, and Aurora, Ill.; from Chicago over U.S. Highway 34, to the junction of Illinois Highway 65, thence over Illinois Highway 65, to Aurora, and return over the same route, serving the intermediate points of Cicero, Berwyn, Riverside, Brookfield, La Grange, La Grange Park, Western Springs, Hinsdale, Clarendon Hills, Westmont, Downers Grove, Lisle, and Naperville, Ill.

HEARING: July 18, 1961, at the Midland Hotel, Chicago, Ill., before Joint Board No. 149, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

No. MC 102764 (Sub No. 6), filed March 30, 1961. Applicant: A.B.C. INC., 120 Plympton Street, North Providence 4, R.I. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers*, in special round-trip operations, restricted to the transportation of passengers, who at the time, are traveling for the purpose of participating in games commonly referred to as Beano, or Bingo games, from Webster and Worcester, Mass., to Central Falls and Manville, R.I., and return.

HEARING: July 14, 1961, in Room 308, Main P.O. Building, Providence, R.I., before Joint Board No. 18, or, if the Joint Board waives its right to participate, before Examiner Reece Harrison.

APPLICATION FOR BROKERAGE LICENSE

MOTOR CARRIER OF PASSENGERS

No. MC 12203 (Sub No. 3), filed March 27, 1961. Applicant: GREY-HOUND HIGHWAY TOURS, INC., 1632 Chicago Avenue, Evanston, Ill. Applicant's attorney: Peter K. Nevitt, 140 South Dearborn Street, Chicago 3, Ill. Authority sought to operate as a *Broker (BMC 5)*, at Evanston, Ill., in arranging for transportation in interstate or foreign commerce by motor vehicle, of: *Passengers and their baggage*, between points within the United States including Alaska.

HEARING: July 19, 1961, at the Midland Hotel, Chicago, Ill., before Joint Board No. 149, or, if the Joint Board waives its right to participate, before Examiner William E. Messer.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 10872 (Sub No. 33), filed May 10, 1961. Applicant: BE-MAC TRANSPORT COMPANY, INC., 7400 North Broadway, St. Louis 15, Mo. Applicant's attorney: Charles M. M. Shepherd, 20 South Central Avenue, Clayton (St. Louis) 5, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those

of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment); serving the site of the new plant of the Archer-Daniels-Midland Company, near Mapleton, Ill. (southwest of Peoria, Ill., and near U.S. Highway 24), as an off-route point in connection with applicant's regular route operations between St. Louis, Mo., on the one hand, and, on the other, Chicago, Ill., and Beloit, Wis.

No. MC 42261 (Sub No. 52), filed May 16, 1961. Applicant: LANGER TRANSPORT CORP., Route 1, Foot of Danforth Avenue, Jersey City, N.J. Applicant's attorney: Daniel J. Sweeney, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crude sulphate of soda*, dry, in bulk, in tank or hopper vehicles, from Utica, N.Y., to points in Massachusetts, New Jersey, and Pennsylvania and New York, N.Y., and returned or rejected shipments, on return.

No. MC 79135 (Sub No. 26), filed May 15, 1961. Applicant: COSSITT MOTOR EXPRESS, INC., 63 West Kendrick Avenue, Hamilton, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New wooden furniture*, in the white, in cartons and crates, from Walton, N.Y., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, and Washington, D.C.

No. MC 93586 (Sub No. 2), filed May 10, 1961. Applicant: LOREN O. THOMAS, Route No. 3, New Richmond, Wis. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul 14, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Returned and rejected merchandise* (incidental to the eastbound transportation of general commodities by this carrier), from New Richmond, Wis., to Minneapolis, Minn.

No. MC 107403 (Sub No. 335), filed May 10, 1961. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Applicant's Attorneys: Shertz, Barnes and Shertz, Suite 601, 226 South 16th Street, Philadelphia 2, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Karns City, Pa., to Port Jervis, N.Y.

No. MC 107403 (Sub No. 336), filed May 11, 1961. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Applicant's Attorneys: Shertz, Barnes and Shertz, Suite 601, 226 South 16th Street, Philadelphia 2, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wax*, in bulk, in tank vehicles, from Emlenton and Farmers Valley, Pa., to Indianapolis, Ind.

NOTE: Applicant holds contract authority in MC 117637 and Subs thereunder, therefore, dual operations may be involved.

No. MC 112750 (Sub No. 60), filed May 11, 1961. Applicant: ARMORED CAR-

RIER CORPORATION, 222-17 Northern Boulevard, Bayside 61, N.Y. Applicant's attorney: Paul F. Sullivan, 226 South 16th Street, Suite 601, Philadelphia 2, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commercial papers, documents and written instruments* (except coin, currency, and negotiable securities) ordinarily used in the business of banks, between Pittsburgh, Pa., on the one hand, and, on the other, points in Allegany County, Md.

NOTE: Applicant states the proposed operations will be under a continuing contract or contracts with banks and banking institutions, and (2) *Punch cards and related business papers and records used in the preparation of such punch cards, and related business papers and records having information obtained from the punch cards or pertaining to the use thereof*, between Pittsburgh, Pa., on the one hand, and, on the other, Cumberland, Md.

NOTE: Applicant states the proposed operations will be under a continuing contract or contracts with the Service Bureau Corporation.

No. MC 114106 (Sub No. 31), filed May 10, 1961. Applicant: MAYBELLE TRANSPORT COMPANY, a corporation, P.O. Box 573, Lexington, N.C. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corn syrup*, in bulk, in tank vehicles, from Greensboro, N.C., to points in Georgia and South Carolina, those in Tennessee on and east of U.S. Highway 31W from the Kentucky State line to and including Nashville, and, on and east of U.S. Highway 31 from Nashville to the Alabama State line, and those in Virginia on and south of U.S. Highway 33 and Virginia Highway 33.

No. MC 114194 (Sub No. 36), filed May 15, 1961. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Limestone (including Dolomite) and products thereof*, in bulk, from points in St. Francois County, Mo., to points in Illinois, Iowa, Indiana, Kentucky, Tennessee, Arkansas, Mississippi, Kansas, Oklahoma, and Texas, and (2) *rejected shipments* of the above-specified commodities, from points in Illinois, Iowa, Indiana, Kentucky, Tennessee, Arkansas, Mississippi, Kansas, Oklahoma, and Texas, to points in St. Francois County, Mo.

No. MC 116387 (Sub No. 29), filed May 10, 1961. Applicant: ALABAMA TANK LINES, INC., 4107 Bells Lane, Louisville 11, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mineral oil*, in bulk, in tank vehicles, from Karns City, Pa., to Birmingham, Ala.

NOTE: Applicant is under common control and management with Southern Tank Lines Inc.

No. MC 118805 (Sub No. 3), filed May 11, 1961. Applicant: CONTINENTAL VAN LINES, INC., 4501 West Marginal Way, Seattle, Wash. Applicant's attorney: Alan F. Wohlstetter, 1518 K Street,

NW., Washington 5, D.C. 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 Washington.

NOTE: Applicant states the proposed operation is in connection with shipments having a prior or subsequent movement by water to and from Alaska.

No. MC 119164 (Sub No. 9), filed May 16, 1961. Applicant: J-E-M TRANSPORTATION CO., INC., Middletown, N.Y. Applicant's representative: Charles H. Trayford, 220 East 42d Street, New York 17, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crude sulphate of soda*, in bulk, in tank and hopper type vehicles; from Utica, N.Y., to New York, N.Y., and points in Massachusetts, New Jersey, and Pennsylvania.

NOTE: Common control may be involved.

No. MC 123358 (Sub No. 1), filed May 15, 1961. Applicant: JOHN CLIFTON CARPENTER, doing business as PINE FOREST CREAMERY, 301 West First Avenue, Crossett, Ark. Applicant's attorney: R. Ben Allen, Boyle Building, Little Rock, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products, cheese and cheese products, chocolate milk and orange juice, and empty containers*, from Memphis, Tenn., to Crossett and McGehee, Ark., and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified above, on return.

MOTOR CARRIER OF PASSENGERS

No. MC 1501 (Sub No. 228), filed May 15, 1961. Applicant: THE GREYHOUND CORPORATION, 140 South Dearborn Street, Chicago 3, Ill. Applicant's attorney: Earl A. Bagby, 371 Market Street, San Francisco 5, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, between West Coeur d'Alene Junction, Idaho, and East Coeur d'Alene Junction, Idaho; from Junction Business Route U.S. Highway 10, and Interstate Highway 90 (West Coeur d'Alene Junction), over Interstate Highway 90 to Business Route U.S. Highway 10 (East Coeur d'Alene Junction), and return over the same route, serving all intermediate points.

APPLICATION FOR BROKERAGE LICENSE

MOTOR CARRIER OF PASSENGERS

No. MC 12367 (Sub No. 1), filed May 2, 1961. Applicant: CONCOURSE TOURS, INC., 2438 Grand Concourse, New York 58, N.Y. Applicant's attorney: Robert E. Goldstein, 24 West 40th Street, New York 18, N.Y. For a license (BMC 5) to engage in operations as a *broker* at New York, N.Y., in arranging for transportation in interstate or foreign commerce, by motor vehicle, of *Passengers and their baggage*, in the same vehicle with passengers, both as individuals and groups, in round-trip special and charter all-expense con-

ducted sightseeing and pleasure tours, beginning and ending at points in Nassau, Suffolk, and Westchester Counties, N.Y., and extending to points in the United States.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5, GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 52709 (Sub No. 135), filed April 26, 1961. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver 5, Colo. Applicant's attorneys: Edward M. Berol, 100 Bush Street, San Francisco, Calif., and Arthur H. Glanz, 639 South Spring Street, Los Angeles 14, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *General commodities* (except household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467); between points in California, as follows: 1. Between points in the areas described in subparagraph (A), on or within ten miles of the routes described in subparagraph (B), the points described in subparagraph (C), and between points and places in the San Francisco Territory as described in the note appended hereto, on the one hand, and all points and places described in subparagraphs (A), (B), and (C) hereinafter set forth, on the other hand:

(A) Between all points and places within the area described as follows: Beginning at the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northeasterly on Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the City of San Fernando; westerly and northerly along said corporate boundary to McClay Avenue; northeasterly along McClay Avenue and its prolongation to the Angeles National Forest boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 3.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U.S. Highway No. 99; northwesterly along U.S. Highway No. 99 to and including the City of Redlands; westerly along U.S. Highway No. 99 to U.S. Highway No. 395; southerly along U.S. Highway No. 395 to State Highway No. 18 to U.S. Highway No. 91; westerly along U.S. Highway No. 91 to State Highway No. 55; southerly on State Highway No. 55 to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northerly along an imaginary line to point of beginning.

(B) Between all points on or within 10 miles of the following routes: 1. U.S. Highways Nos. 101, 101 By-Pass and 101

Alternate between San Francisco and San Diego. 2. U.S. Highways Nos. 99, 99E, and 99W between Los Angeles and Redding. 3. U.S. Highway No. 40 between San Francisco and Auburn. 4. U.S. Highway No. 50 between Sacramento and Placerville. 5. State Highway No. 152 between Gilroy and Califa. 6. U.S. Highway No. 50, State Highway No. 17 and State Highway No. 120 between San Francisco and Manteca. 7. State Highway No. 33 between Tracy and Maricopa. 8. State Highway No. 166 between the intersection of said State Highway and U.S. Highway No. 99 and Maricopa. 9. U.S. Highway No. 40, Alternate between Davis and Portola. 10. State Highway No. 89 at the point of intersection with U.S. Highway No. 40 Alternate and Greenville and unnumbered highways diverging from State Highway No. 89 at Greenville and at or near Crescent Mills to Taylorsville, this being in the nature of a loop operation; returning over the same routes in the reverse direction. 11. Portola and Hurlong via U.S. Highways 40 Alternate and 395; thence via unnumbered State or County road to Hurlong. 12. State Highway No. 32 between Orland and Chico. 13. Unnumbered County road between Willows and Glenn. 14. Unnumbered County roads between Hamilton City and Colusa. 15. Unnumbered County road between Codora and the point of intersection of said road with U.S. Highway No. 99E. 16. State Highway No. 20 between Williams and Marysville. 17. State Highway No. 16 between Woodland and Sacramento. 18. State Highway No. 4 between the point of intersection with said State highway with U.S. Highway No. 40 and the point of intersection of said State highway and U.S. Highway No. 99 near Stockton. 19. State Highway No. 12 between the point of intersection with said State highway with U.S. Highway No. 40 and the point of intersection of said State highway with U.S. Highway No. 99 near Lodi. 20. State Highway No. 24 between Sacramento and the point of intersection with said State highway with State Highway No. 4 near Antioch. 21. State Highway No. 132 between Modesto and Vernalis. 22. State Highway No. 140 between Merced and Gustine. 23. Unnumbered County roads and State highways between Fresno and Famoso, via Sanger, Reedley, Dinuba, Orosi, Visalia, Exeter, Lindsay, Porterville, and Famoso. 24. Unnumbered County roads and State highways between Tipton and Fresno, via Corcoran, Hanford, Lemoore, Riverdale, and Fresno. 25. State Highway No. 180 between Mendota and Fresno. 26. State Highway No. 198 between Coalinga and the point of intersection of said State highway with U.S. Highway No. 99. 27. U.S. Highway No. 466 between Famoso and the point of intersection of said U.S. Highway with State Highway No. 33. 28. State Highway 178 between McKittrick and Bakersfield. 29. U.S. Highway No. 399 between Taft and Greenfield.

(C) Between the following points and places and between any of said points and places and the points and places described in all the preceding subparagraphs: Alameda Naval Air Station,

Benicia Arsenal, Camp Beale, Camp Cook, Camp Irwin, Camp McQuaid, Camp Pendleton, Camp Roberts, Camp San Luis Obispo, Castle Air Force Base, Shelly Air Force Base, Edwards Air Force Base, Fort Ord, Naval Test Station—El Centro, Hamilton Air Force Base, Naval Installation at Long Beach, San Pedro and Wilmington, March Air Force Base, Mare Island, Mather Air Force Base, McClellan Air Force Base, Marine Corps Base and Naval Installation—San Diego, Naval Supply Annex—Stockton, Naval Supply Depot—Oakland, Norton Air Force Base, Lemoore Naval Station, Oakland Army Base, Parks Air Force Base, Port Chicago Naval Ammunition Dump, Presidio—San Francisco, Sacramento Signal Depot, Sharp General Depot—Lathrop, Sharp General Depot Annex—Lyoth, Sierra Ordnance Depot, Camp Stoneman, Travis Air Force Base, U.S. Marine Transit and Storage Depot near Barstow, George Air Force Base, Naval Test Station—Inyokern, Air Force Station at Oxnard and Santa Rosa, Cheli Air Force Base, Naval Supply Depot—National City, Mira Loma Quartermaster Department, Point Mugu, and Port Hueneme. II. *Canned goods*, between all points and places described in paragraph I hereof, on the one hand, and all points and places on and along the following routes, on the other hand: (1) State Highway No. 71 between Elsinore and Corona and within 25 miles of either side of said highway. (2) State Highway No. 150 between Carpinteria and Santa Paula and State Highway No. 126 between Santa Paula and Castaic Junction, and within 10 miles of either side of said highways. (3) U.S. Highway 40 between Auburn and Colfax. (4) Unnumbered County road between Davis and Winters.

NOTE: (1) Applicant states that the San Francisco territory wherein it proposes to operate includes all the City of San Jose and that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County boundary line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U.S. Highway 101; southerly along an imaginary line 1 mile west of and paralleling U.S. Highway 101 to its intersection with Southern Pacific Company right of way at Arastradero Road; southeasterly along the Southern Pacific Company right of way to Pollard Road, including industries served by the Southern Pacific Company spur line extending approximately 2 miles southwest from Simla to Permanente; easterly along Pollard Road to West Parr Avenue; easterly along West Parr Avenue to Capri Drive; southerly along Capri Drive to East Parr Avenue; easterly along East Parr Avenue to the Southern Pacific Company right of way; southerly along the Southern Pacific Company right of way to the Campbell-Los Gatos city limits; easterly along said limits and the prolongation thereof to the San Jose-Los Gatos Road; northeasterly along San Jose-Los Gatos Road to Foxworthy Avenue; easterly along Foxworthy Avenue to Almaden Road; southerly along Almaden Road to Hillsdale Avenue; easterly along Hillsdale Avenue to U.S. Highway 101; northwesterly along U.S. Highway 101 to Tully Road; northeasterly along Tully Road to White Road; northwesterly along White Road to McKee Road; southwestly along McKee Road to Capitol Avenue; northwesterly along Capitol Avenue to State Highway 17 (Oakland Road); northerly along State Highway

17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U.S. Highway 40 (San Pablo Avenue); northerly along U.S. Highway 40 to and including the City of Richmond; southwesterly along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said waterfront and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning. (2) Directly related to MC-F-7835.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F 7862. Authority sought for purchase by KENMORE TRANSPORTATION CO., 1275 Grafton Street, Worcester, Mass., of the operating rights of HELEN M. RAEKE, an individual, doing business as JOHN F. RAEKE COMPANY, 155 Fulton Street, Boston, Mass., and for acquisition by ABRAHAM SACK and MARION SACK, both of 182 June Street, Worcester, Mass., of control of such rights through the purchase. Applicants' attorney: Kenneth B. Williams, 111 State Street, Boston 9, Mass. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over irregular routes between Boston, Mass., on the one hand, and, on the other, points in Massachusetts within 40 miles of Boston. Vendee is authorized to operate as a *common carrier* in Massachusetts, Rhode Island, Connecticut, New York and New Jersey. Application has been filed for temporary authority under section 210a(b).

No. MC-F 7863. Authority sought for purchase by WEST FARMS EXPRESS, INC., 1095 Close Avenue, Bronx 72, N.Y., of the operating rights of BERNARD BRADLEY and CHARLES ROMANO, a partnership, doing business as B. & R. TRUCKING CO., 801 Second Avenue, New York 17, N.Y. Applicants' attorney: Arthur J. Piken, 160-16 Jamaica Avenue, Jamaica 32, N.Y. Operating rights sought to be transferred: *General commodities*, excepting, among others, commodities in bulk, but not excepting household goods, as a *common carrier*

over irregular routes between New York, N.Y., on the one hand, and points in New Jersey within 25 miles of New York, N.Y., on the other. Vendee is authorized to operate as a *common carrier* in New York. Application has been filed for temporary authority under section 210a(b).

No. MC-F 7864. Authority sought for purchase by OREGON-NEVADA CALIFORNIA FAST FREIGHT, INC., 2800 West Bayshore Road, Palo Alto, Calif., of the operating rights and property of COAST-LEE & EASTES, INC., 2326 Airport Way, Seattle, Wash., and for acquisition by CARROLL J. ROUSH, as an individual, and, as trustee for DAVID P. ROUSH, and G. JON ROUSH, all of 2800 West Bayshore Road, Palo Alto, Calif., of control of such rights and property through the purchase. Applicants' attorneys: William B. Adams, 624 Pacific Building, Portland 4, Oreg., and Henry T. Ivers, Norton Building, Seattle 4, Wash. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes between Seattle, Wash., and Hoquiam, Wash., serving all intermediate points west of Lacey, Wash., without restriction; Lacey, and those between Seattle and Lacey restricted to traffic moving to or from points west of Lacey; between Aberdeen, Wash., and South Bend, Wash.; between Aberdeen, Wash., and Tokeland, Wash.; between Seattle, Wash., and Bellingham, Wash.; between South Bend, Wash., and Long Beach, Wash.; between Astoria, Oreg., and Oysterville, Wash.; between Ferndale, Wash., and Bellingham, Wash.; between junction Washington Highway 1E and U.S. Highway 99 near Silvana, Wash.; and junction U.S. Highway 99 and Washington Highway 1E near Conway, Wash.; between Mount Vernon, Wash., and Anacortes, Wash.; between Mount Vernon, Wash., and La Conner, Wash.; between Seattle, Wash., and Sedro Woolley, Wash.; between Naselle, Wash., and Oysterville, Wash.; between Seaview, Wash., and Astoria, Oreg.; between Ferndale, Wash., and Neptune Beach, Wash.; serving certain intermediate and off-route points on the above-described routes; between (1) Seattle, Wash., and Puyallup, Wash., and (2) Auburn Junction, Wash., and Auburn, Wash., serving the intermediate points of Auburn Junction and those on Washington Highway 5M between Seattle and Auburn Junction, and those on Washington Highway 5 between Auburn Junction and Auburn, inclusive, restricted to traffic moving to or from points on Washington Highway 5M south of Auburn Junction and those on Washington Highway 5 south of Auburn; all other intermediate points without restriction; and the off-route points of Algona, and Pacific City, Wash. Seattle, Wash., is also restricted to traffic moving to or from points south of Auburn Junction and Auburn, Wash.; between Seattle, Wash., and Portland, Oreg.; between Renton, Wash., and Sumner, Wash.; between Puyallup, Wash., and Tacoma, Wash., serving certain intermediate points, and between

Centralia, Wash., and Elma, Wash., serving no intermediate points; *general commodities*, except petroleum products in bulk, in tank vehicles, between Seattle, Wash., and Prosser, Wash., serving certain specified intermediate and off-route points, unrestricted, and the off-route points of the sites and projects connected with the construction of McNary Dam, Benton County, Wash., and the sites of construction and other projects connected with Priest Rapids Dam, in Grant County, Wash., restricted to the transportation of *general commodities*, except those of unusual value, Class A and B explosives, livestock, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment; *household goods*, as defined by the Commission, and *general commodities*, excepting, among others, commodities in bulk and Class A and B explosives, between Portland, Oreg., and Pasco, Wash., serving certain intermediate points, and the off-route point of Yakima, Wash., unrestricted, the off-route points of the sites and projects connected with the construction of McNary Dam, Benton County, Wash., restricted to the transportation of *general commodities*, except those of unusual value, Class A and B explosives, livestock, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment, the off-route points of the site of Ice Harbor Dam (located on the Snake River, approximately 10 miles from its mouth near Pasco, Wash.) and points within 15 miles thereof, restricted to the transportation of *general commodities*, except those of unusual value, Class A and B explosives, livestock, household goods, as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, and the off-route points of the sites of construction and other projects connected with Priest Rapids Dam, in Grant County, Wash., restricted (1) to service in connection with authorized regular route operations between Seattle and Pasco, Wash., via Ellensburg, Yakima, and Prosser, Wash., and (2) to the transportation of *general commodities*, except those of unusual value, Class A and B explosives, livestock, household goods, as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading; *hides, pelts, and tallow*, between Bellingham, Wash., and the International Boundary between the United States and Canada, serving no intermediate points; *motor fuel anti-knock compound*, in bulk, in tank vehicles, between Ferndale, Wash., and Neptune Beach, Wash., serving all intermediate points; and, *general commodities*, with the usual exceptions, over various alternate routes for operating convenience only; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes between points within three miles of Bellingham, Wash., including Bellingham; *ice, and fresh fish*, including shellfish, whole, beheaded, gutted or cut in parts, but not including fish or shellfish

which have been further processed or frozen, between certain points in Washington on the one hand, and, on the other, points in Oregon; *general commodities*, with the above exceptions, between points in Skagit County, Wash., on and west of Washington Highway 1A; and, *motor fuel anti-knock compound*, in bulk, in tank vehicles, restricted to traffic having a prior movement by rail or water, and *empty shipper-owned trailers* used in the transportation of the said motor fuel anti-knock compound, between points in Pierce, King, Snohomish, Skagit and Whatcom Counties, Wash. Vendee is authorized to operate as a *common carrier* in Oregon, California, Nevada and Washington. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7865. Authority sought for purchase by WORSTER MOTOR LINES, INC., East Main Road, R.D. No. 1, North East, Pa., of the operating rights of EARL T. HOWELL & SON, INC., Newfane, N.Y., and for acquisition by DAVID B. WORSTER, 69 Gibson Street, North East, Pa., of control of such rights through the purchase. Applicants' attorney: William W. Knox, Knox, Weber, Pearson & McLaughlin, 23 West 10th Street, Erie, Pa. Operating rights sought to be transferred: *Fertilizer and fertilizer compounds*, except when moving in bulk, in tank vehicles, as a *common carrier* over irregular routes from Cincinnati, Ohio, to points in New York on and west of U.S. Highway 11; and *pallets* used in transporting the above-specified commodities, from points in New York on and west of U.S. Highway 11 to Cincinnati, Ohio. Vendee is authorized to operate as a *common carrier* in New York, Pennsylvania, Massachusetts, Connecticut, Rhode Island, New Jersey, Delaware, Maryland, West Virginia, Indiana, Illinois, Ohio, Michigan, New Hampshire, Vermont, Maine, Minnesota, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7866. Authority sought for purchase by MINNESOTA-WISCONSIN TRUCK LINES, INCORPORATED, 2280 Hampden Avenue, St. Paul 14, Minn., of the operating rights of DONALD C. MARTIN, an individual, doing business as MARTIN STAR EXPRESS, 321 Second Street, Farmington, Minn., and for acquisition by A. A. McCUE, 2280 Hampden Avenue, St. Paul, Minn., of control of such rights through the purchase. Applicants' attorneys: John R. Turney and Anthony C. Vance, 2001 Massachusetts Avenue NW., Washington, D.C. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes, between Farmington, Minn., and Minneapolis and St. Paul, Minn., serving all intermediate points. Vendee is authorized to operate as a *common carrier* in Wisconsin and Minnesota. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7867. Authority sought for control by COLONIAL MOTOR FREIGHT LINE, INCORPORATED,

East College Drive, P.O. Box 5085, High Point, N.C., of CENTRAL TRANSPORT, INCORPORATED, P.O. Box 5044, High Point, N.C., and for acquisition by R. L. HONBARRIER, 209 Lindsay Street, High Point, N.C., and A. L. HONBARRIER, P.O. Box 5044, High Point, N.C., of control of CENTRAL TRANSPORT, INCORPORATED through the acquisition by COLONIAL MOTOR FREIGHT LINE, INCORPORATED. Applicants' attorney: Harry C. Ames, Jr., 529 Transportation Building, Washington 6, D.C. Operating rights sought to be controlled: Authority applied for by CENTRAL TRANSPORT, INCORPORATED, in pending application (Docket No. MC-118831 Sub-9) covering the transportation of (1) *liquid synthetic resins, liquid sizings, and liquid glues*, and (2) *liquid chemical accelerators*, used in connection with liquid synthetic resins, all in bulk, in tank vehicles, as a *common carrier* over irregular routes, from Charlotte, N.C., to points in Alabama, Florida, Georgia, South Carolina and Virginia. COLONIAL MOTOR FREIGHT LINE, INCORPORATED is authorized to operate as a *common carrier* in North Carolina, Maryland, Virginia, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-4798; Filed, May 23, 1961; 8:49 a.m.]

TARIFF COMMISSION

[TC Publication 19]

[AA1921-18]

RAYON STAPLE FIBER FROM BELGIUM

Determination of No Injury or Likelihood Thereof

MAY 19, 1961.

On February 21, 1961, the United States Tariff Commission was advised by the Acting Secretary of the Treasury that rayon staple fiber from Belgium is being, or is likely to be, sold in the United States at less than fair value within the meaning of the Antidumping Act, 1921, as amended. In accordance with the requirements of section 201(a) of the Antidumping Act (19 U.S.C. 160(a)), the Tariff Commission instituted an investigation to determine whether an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States.

A public hearing in connection with the investigation was held on May 3, 1961. Notices of the investigation and hearing were published in the FEDERAL REGISTER (26 F.R. 1848 and 26 F.R. 2495).

In arriving at a determination in this case, due consideration was given by the Tariff Commission to all written submissions from interested parties, all testimony adduced at the hearing, and all

factual information obtained by the Commission's staff.

On the basis of the investigation, the Commission has unanimously determined that an industry in the United States is not being, and is not likely to be, injured, or prevented from being established, by reason of the importation of rayon staple fiber from Belgium sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended.

Statement of reasons. Imports of rayon staple fiber from Belgium, which were determined by the Acting Secretary of the Treasury to have been sold at less than "fair value," were made as early as January 1960 and ceased as of the middle of October 1960.

The Commission could find no evidence that during this period the importer had a competitive price advantage over the domestic producers by reason of his purchases of the rayon staple fiber at prices less than "fair value." In fact, during this period domestic producers, as a result of aggressive pricing practices of that industry, had lowered their prices to such levels that the importer did not generally meet the lower average domestic prices and, as a consequence thereof, his sales in the United States of the imported fiber declined sharply compared to sales of the like domestic fiber. The importer gained no new customers during this period and there is no evidence that he sold at a price lower than that charged by the domestic producers for the same type fiber. Therefore, the Commission determines that there has been no injury in this case.

The importer and exporter made diligent efforts to ensure that the purchase price would equal or exceed the home market value. The "margin of difference" between these values arose from the allowance of a quantity discount based upon a purchase order for a year's supply of such fiber. Imports pursuant to this order were subsequently curtailed because of market conditions in the United States; consequently, the importer's purchase price had to be compared with a higher home market value applicable to smaller quantity purchases. Had the importer accepted the full order for rayon staple fiber and brought such larger quantity into the United States market for sale, there would have been no "sales at less than fair value." Such sales are characterized by the Commission as "technical sales at less than fair value" (i.e., sales which were made at less than fair value under circumstances which are inculpable). To avoid possible recurrences of "sales at less than fair value," the importer and exporter have arranged their price agreements for future deliveries to ensure that no quantity discount will be allowed in the purchase price until after the discount has been earned by actual completed transactions. The importer has no significant inventory of the fiber purchased "at less than fair value." Under these circumstances there is no "likelihood" of injury from the importation of the rayon staple

fiber that was purchased "at less than fair value."

This determination and statement of reasons are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended.

By the Commission.

[SEAL] DONN N. BENT,
Secretary.

[F.R. Doc. 61-4810; Filed, May 23, 1961;
8:51 a.m.]

[TC Publication 18]

[AA1921-17]

RAYON STAPLE FIBER FROM FRANCE

Determination of No Injury or Likelihood Thereof

On February 21, 1961, the United States Tariff Commission was advised by the Acting Secretary of the Treasury that rayon staple fiber from France is being, or is likely to be, sold in the United States at less than fair value within the meaning of the Antidumping Act, 1921, as amended. In accordance with the requirements of section 201(a) of the Antidumping Act (19 U.S.C. 160(a)), the Tariff Commission instituted an investigation to determine whether an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States.

A public hearing in connection with the investigation was held on May 2, 1961. Notices of the investigation and hearing were published in the FEDERAL REGISTER (26 F.R. 1849 and 26 F.R. 2495).

In arriving at a determination in this case, due consideration was given by the Tariff Commission to all written submissions from interested parties, all testimony adduced at the hearing, and all factual information obtained by the Commission's staff.

On the basis of the investigation, the Commission has unanimously determined that an industry in the United States is not being, and is not likely to be, injured, or prevented from being established, by reason of the importation of rayon staple fiber from France sold at less than fair value within the meaning of the Antidumping Act, 1921, as amended.

Statement of reasons. Imports of rayon staple fiber from France, which were determined by the Acting Secretary of the Treasury to have been sold at less than "fair value," were made as early as April 1960, and ceased as of November 15, 1960.

The Commission could find no evidence that during this period the importer had a competitive price advantage over the domestic producers by reason of his purchases of the rayon staple fiber at prices less than "fair value." In fact, during this period the domestic producers, as a result of aggressive pricing practices of that industry, had lowered their prices to such levels that the importer did not generally meet the lower average domestic prices and, as a consequence thereof, his sales in the United

States of the imported fiber declined sharply compared to sales of the like domestic fiber. The importer gained no new customers during this period and there is no evidence that he sold at a price lower than that charged by the domestic producers for the same type fiber. Therefore, the Commission determines that there has been no injury in this case.

The importer and exporter made diligent efforts to ensure that the purchase price would equal or exceed the home market value. The "margin of difference" between these values arose from the allowance of a quantity discount based upon a purchase order for a 6-month supply of such fiber. Imports pursuant to this order were subsequently curtailed because of market conditions in the United States; consequently, the importer's purchase price had to be compared with a higher home market value applicable to smaller quantity purchases. Had the importer accepted the full order for rayon staple fiber and brought such larger quantity into the United States market for sale, there would have been no "sales at less than fair value." Such sales are characterized by the Commission as "technical sales at less than fair value" (i.e., sales which were made at less than fair value under circumstances which are inculpable). To avoid possible recurrences of "sales at less than fair value," the importer and exporter have arranged their price agreements for future deliveries to ensure that no quantity discount will be allowed in the purchase price until after the discount has been earned by actual completed transactions. The importer has no significant inventory of the fiber purchased "at less than fair value." Under these circumstances there is no "likelihood" of injury from the importation of the rayon staple fiber that was purchased "at less than fair value."

This determination and statement of reasons are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended.

By the Commission.

[SEAL] DONN N. BENT,
Secretary.

[F.R. Doc. 61-4811; Filed, May 23, 1961;
8:51 a.m.]

SMALL BUSINESS ADMINISTRATION

[Amdt. 1 to Declaration of Disaster Area 326]

ILLINOIS, MISSOURI, AND KANSAS

Amendment to Declaration of Disaster Area

Declaration of Disaster Area 326, dated May 10, 1961, for the States of Illinois, Missouri, and Kansas, is hereby amended as follows:

To include the additional Counties of Marion, Jefferson, Wabash, White, Lawrence, Edwards, Franklin, Williamson and Jackson in the State of Illinois.

Flood and tornado occurring on or about May 7 and 8, 1961.

Dated: May 11, 1961.

JOHN E. HORNE, Administrator.

[F.R. Doc. 61-4853; Filed, May 23, 1961; 8:53 a.m.]

[Declaration of Disaster Area 327]

TEXAS

Declaration of Disaster Area

Whereas, it has been reported that during the month of April 1961, because of the effects of certain disasters, damage resulted to residences and business property located in Denton County in the State of Texas;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) of the Small Business Act may be received and considered by the Office below indicated from persons or firms whose property, situated in the aforesaid County and areas adjacent thereto, suffered damage or destruction resulting from tornado and accompanying conditions occurring on or about April 30, 1961.

Office— Small Business Administration Regional Office, Fidelity Building, 1000 Main Street, Dallas 2, Tex.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to November 30, 1961.

Dated: May 12, 1961.

JOHN E. HORNE, Administrator.

[F.R. Doc. 61-4854; Filed, May 23, 1961; 8:53 a.m.]

[Declaration of Disaster Area 328]

NEW YORK

Declaration of Disaster Area

Whereas, it has been reported that during the month of May 1961, because of the effects of certain disasters, damage resulted to residences and business property located in Sullivan County in the State of New York;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) of the Small Business Act may be received and considered by the Offices below indicated from persons or firms whose property, situated in the aforesaid County and areas adjacent thereto, suffered damage or destruction resulting from tornado and accompanying conditions occurring on or about May 9, 1961.

Office— Small Business Administration Regional Office, 42 Broadway, New York 4, N.Y.

2. A temporary field office will be established at Liberty, New York, address to be announced locally.

3. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to November 30, 1961.

Dated: May 12, 1961.

JOHN E. HORNE, Administrator.

[F.R. Doc. 61-4855; Filed, May 23, 1961; 8:53 a.m.]

[Declaration of Disaster Area 329]

ARKANSAS

Declaration of Disaster Area

Whereas, it has been reported that during the month of May 1961, because of the effects of certain disasters, damage resulted to residences and business property located in Pulaski County in the State of Arkansas;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) of the Small Business Act may be received and considered by the Offices below indicated from persons or firms whose property, situated in the aforesaid County and areas adjacent thereto, suffered damage or destruction resulting from wind and accompanying conditions occurring on or about May 6, 1961.

Offices— Small Business Administration Regional Office, Fidelity Building, 1000 Main Street, Dallas 2, Tex. Small Business Administration Branch Office, Rector Building, Room 620, 405 West Third Street, Little Rock, Ark.

2. Applications for disaster loans under the authority of this Declaration

will not be accepted subsequent to November 30, 1961.

Dated May 15, 1961.

JOHN E. HORNE, Administrator.

[F.R. Doc. 61-4856; Filed, May 23, 1961; 8:53 a.m.]

[Declaration of Disaster Area 330]

CALIFORNIA

Declaration of Disaster Area

Whereas, it has been reported that during the month of May 1961, because of the effects of certain disasters, damage resulted to residences and business property located in Los Angeles County in the State of California;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) of the Small Business Act may be received and considered by the Office below indicated from persons or firms whose property, situated in the aforesaid County and areas adjacent thereto, suffered damage or destruction resulting from fire and accompanying conditions occurring on or about May 12, 1961.

Office— Small Business Administration Regional Office, Ohrbach Building, Room 1101, 312 West Fifth Street, Los Angeles 13, Calif.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to November 30, 1961.

Dated: May 15, 1961.

JOHN E. HORNE, Administrator.

[F.R. Doc. 61-4857; Filed, May 23, 1961; 8:53 a.m.]

[Declaration of Disaster Area 331]

ILLINOIS

Declaration of Disaster Area

Whereas, it has been reported that during the month of May 1961, because of the effects of certain disasters, damage resulted to residences and business property located in Fulton, Knox and De Witt Counties in the State of Illinois;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) of the Small Business Act may be received and considered by the Office below indicated from persons or firms whose property, situated in De Witt County and areas adjacent thereto, suffered damage or destruction resulting from rain and accompanying conditions occurring on or about May 7, and from persons or firms whose property situated in Fulton and Knox Counties suffered damage or destruction resulting from wind and accompanying conditions occurring on or about May 14, 1961.

Office—
Small Business Administration Regional Office,
Bankers Building, Room 439,
105 West Adams Street,
Chicago 3, Ill.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to November 30, 1961.

Dated: May 15, 1961.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 61-4858; Filed, May 23, 1961;
8:53 a.m.]

[Declaration of Disaster Area 332]

MISSOURI

Declaration of Disaster Area

Whereas, it has been reported that during the month of May 1961, because of the effects of certain disasters, damage resulted to residences and business property located in Howell County in the State of Missouri;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) of the Small Business Act may be received and considered by the Office below indicated from persons or firms whose property, situated in the aforesaid County and areas adjacent thereto, suffered damage or destruction resulting from tornado and accompanying conditions occurring on or about May 7, 1961.

Office—
Small Business Administration Regional Office,
Home Savings Building, Fifth Floor,
1006 Grand Avenue,
Kansas City 6, Mo.

2. Applications for disaster loans under the authority of this Declaration

will not be accepted subsequent to November 30, 1961.

Dated: May 15, 1961.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 61-4859; Filed, May 23, 1961;
8:53 a.m.]

[Declaration of Disaster Area 333]

LOUISIANA

Declaration of Disaster Area

Whereas, it has been reported that during the month of May 1961, because of the effects of certain disasters, damage resulted to residences and business property located in Jefferson Parish in the State of Louisiana;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the area affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such area constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) of the Small Business Act may be received and considered by the Offices below indicated from persons or firms whose property, situated in the aforesaid Parish and areas adjacent thereto, suffered damage or destruction resulting from tornado and accompanying conditions occurring on or about May 8, 1961.

Offices—
Small Business Administration Regional Office,
Fidelity Building,
1000 Main Street,
Dallas 2, Tex.
Small Business Administration Branch Office,
Federal Office Building, Room 303,
610 South Street,
New Orleans 12, La.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to November 30, 1961.

Dated: May 15, 1961.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 61-4860; Filed, May 23, 1961;
8:53 a.m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

AIRLINE VANS, INC., ET AL.

Agreements Filed for Approval

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

Agreement No. 8530, between Airline Vans, Inc.; Andrews Van Lines, Inc.; Arpin Van Line, Inc., Paul; Atlas Van Lines, Inc.; et al (28 common carriers by motor which also operate as common carriers by water as defined in section 1 of the Shipping Act, 1916), provides for the creation of the International Movers' Rate Agreement, for the establishment and maintenance of agreed rates, charges and practices for or in connection with the transportation of household goods and personal effects between ports of the United States, on the one hand, and ports in Central America, South America, Algeria, Belgium, Bermuda, Denmark, Egypt, Formosa, France, Republic of Germany, Greece, Hong Kong, B.C.C., Ireland, Israel, Italy, Japan, Korea, Lebanon, Libya, Morocco, Netherlands, Norway, Okinawa, Panama, Republic of the Philippines, Portugal, Spain, Sweden, Thailand, Tunisia, Turkey, United Kingdom, and Vietnam, on the other hand.

Agreement No. 8540, between Ace-R.B. Van Lines, Inc.; Airline Vans, Inc.; Alaska Truck Transport, Inc.; Anchor Van Lines, Inc.; et al (30 common carriers by motor which also operate as common carriers by water as defined in section 1 of the Shipping Act, 1916), provides for the creation of the United States-Alaska / Guam / Hawaii / Puerto Rico Movers' Rate Agreement, for the establishment and maintenance of agreed rates, charges and practices for or in connection with the transportation of household goods and personnel effects between ports of the United States, on the one hand, and ports in Alaska, Guam, Hawaii, and Puerto Rico, on the other hand. Agreement No. 8540, upon approval, will supersede and cancel the Pacific Coast-Alaska Rate Agreement (No. 8430) between four carriers which are also parties to Agreement No. 8540.

Interested parties may inspect these agreements and obtain copies thereof at the Office of Regulations, Federal Maritime Board, Washington, D.C., and may submit, within 20 days from the date of publication of this notice in the FEDERAL REGISTER, written statements with reference to either of these agreements and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: May 19, 1961.

By order of the Federal Maritime Board.

THOMAS LIST,
Secretary.

[F.R. Doc. 61-4806; Filed, May 23, 1961;
8:50 a.m.]

OSAKA SHOSEN KAISHA, LTD., ET AL.

Agreements Filed for Approval

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

Agreement No. 7862-1, between Osaka Shosen Kaisha, Ltd., and United Fruit

Company, modifies approved Agreement No. 7862, covering a through billing arrangement in the trade from Japan and the Philippine Islands to New York or New Orleans, with transshipment at Cristobal, Canal Zone. The purpose of the modification is to include the trade from Korea, Formosa and Hong Kong to New York or New Orleans within the scope of the agreement.

Agreement No. 8625, between Cunard Steamship Company, Ltd. and Alcoa Steamship Co., Inc., covers a through billing arrangement in the trade between Great Britain and Northern Ireland to Puerto Rico, with transshipment at New Orleans or Mobile.

Agreement No. 8649, between Rederiaktiebolaget Svenska Lloyd Stockholm, Rederiaktiebolaget Svea and Rederiaktiebolaget Fredrika (carriers comprising the Norton Line joint service) and A. H. Bull Steamship Co., covers a through billing arrangement in the trade from Argentina, Uruguay and Brazil to Puerto Rico, with transshipment at New York, Baltimore or Philadelphia. Upon approval, Agreement No. 8649 will supersede and cancel approved Agreement No. 8378, between Norton Line and Bull Insular Line, Inc., in the same trade.

Agreement No. 8653, between The Caribbean Central America Line and A. H. Bull Steamship Co., covers a through billing arrangement in the trade from Guatemala and British Honduras to Puerto Rico, with transshipment at New York, Baltimore or Philadelphia. Upon approval, Agreement No. 8653 will supersede and cancel approved Agreement No. 8548, between The Caribbean Central America Line and Bull Insular Line, Inc., in the same trade.

Agreement No. 8654, between Dampskibsselskabet Torm A/S (Torm Lines) and A. H. Bull Steamship Co., covers a through billing arrangement in the trade from Argentina, Uruguay, and Brazil to Puerto Rico, with transshipment at New York, Baltimore, or Philadelphia. Upon approval, Agreement No. 8654 will supersede and cancel approved Agreement No. 8384, between Torm Lines and Bull Insular Line, Inc., in the same trade.

Agreement No. 8656, between United States Lines Company and Pacific Far East Line, Inc., covers a through billing arrangement in the trade from U.S. Atlantic ports to Kwajalein, with transshipment at Honolulu, Hawaii.

Agreement No. 8659, between the Yamashita Steamship Co., Ltd. and A. H. Bull Steamship Co., covers a through billing arrangement in the trade from Japan and the Philippines to Puerto Rico, with transshipment at New York, Baltimore, or Philadelphia. Upon approval, Agreement No. 8659 will supersede and cancel approved Agreement No. 8377, between The Yamashita Steamship Co., Ltd. and Bull Insular Line, Inc., in the same trade.

Interested parties may inspect these agreements and obtain copies thereof at the Office of Regulations, Federal Maritime Board, Washington, D.C., and may submit, within 20 days from the date of publication of this notice in the FEDERAL REGISTER, written statements with reference to any of these agreements and their

position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: May 19, 1961.

By order of the Federal Maritime Board.

THOMAS LISI,
Secretary.

[F.R. Doc. 61-4807; Filed, May 23, 1961; 8:51 a.m.]

PACIFIC WESTBOUND CONFERENCE ET AL.

Agreements Filed for Approval

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

Agreement No. 57-77, between the member lines of the Pacific Westbound Conference, modifies Rule No. 7 of the Appendix to the basic agreement of that Conference (No. 57, as amended), to delete the rate formula for the establishment of rates on logs, piling, poles, lath and shingles from the list of commodities on which local rate-making initiative is delegated to those regular member lines having a sailing from ports in Oregon, Washington and British Columbia within the preceding 90-day period.

Agreement No. 8622, between S.A. "Navex" (Antwerp Sund Line) and Lykes Bros. Steamship Co., Inc., covers a through billing arrangement in the trade from Scandinavian ports to U.S. Gulf ports, with transshipment at Antwerp.

Agreement No. 8623, between S.A. Alpina (Belgian Scantic Line) and Lykes Bros. Steamship Co., Inc., covers a through billing arrangement in the trade from Scandinavian ports to U.S. Gulf ports, with transshipment at Antwerp.

Agreement No. 8624, between Agence Maritime Sasse, S.A. (Svea Line) and Lykes Bros. Steamship Co., Inc., covers a through billing arrangement in the trade from Scandinavian ports to U.S. Gulf ports, with transshipment at Antwerp.

Agreement No. 8626, between Det Bergenske Dampskibsselskab and Lykes Bros. Steamship Co., Inc., covers a through billing arrangement in the trade from Scandinavian ports to U.S. Gulf ports, with transshipment at Antwerp.

Interested parties may inspect these agreements and obtain copies thereof at the Office of Regulations, Federal Maritime Board, Washington, D.C., and may submit, within 20 days from the date of publication of this notice in the FEDERAL REGISTER, written statements with reference to any of these agreements and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: May 19, 1961.

By order of the Federal Maritime Board.

THOMAS LISI,
Secretary.

[F.R. Doc. 61-4808; Filed, May 23, 1961; 8:51 a.m.]

Office of the Secretary CHARLES F. McCAHILL

Statement of Changes in Financial Interests

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

A. Deletions: General Motors, U.S. Steel, Goodyear, Pittsburgh Metallurgical.
B. Additions: H. J. Heinz, Morgan Guaranty, American Telephone & Telegraph.

This statement is made as of April 26, 1961.

CHARLES F. McCAHILL.

MAY 13, 1961.

[F.R. Doc. 61-4802; Filed, May 23, 1961; 8:50 a.m.]

[Dept. Order No. 171]

AREA REDEVELOPMENT ADMINISTRATION

Organization and Functions

MAY 8, 1961.

SECTION 1. Purpose.

The purpose of this order is to establish the Area Redevelopment Administration and to define its functions and responsibilities.

SEC. 2. Establishment and organization.

.01 Pursuant to the authority vested in the Secretary of Commerce by Reorganization Plan No. 5 of 1950 and the Area Redevelopment Act (Public Law 87-27) there is hereby established as a primary organization unit of the Department of Commerce the Area Redevelopment Administration.

.02 The Area Redevelopment Administration shall be headed by an Area Redevelopment Administrator, appointed by the President by and with the advice and consent of the Senate, who shall report and be responsible to the Secretary of Commerce. The Administrator shall be assisted by such staff as he may require to perform the functions and discharge the responsibilities set forth herein.

.03 The Area Redevelopment Administration shall comprise the following organization units:

1. The Office of the Administrator.— Administrator; Deputy Administrator; Legal Advisor; Information Office; Labor Advisor; Central Secretariat.

2. The Office of Management Services.

3. The Office of Area Operations.

4. The Office of Planning and Research.

SEC. 3. Delegation of authority.

.01 Pursuant to the authority vested in the Secretary of Commerce by law the Administrator is hereby authorized to perform the functions and to exercise the authority of the Secretary of Commerce as set forth in the Area Redevelopment Act (Public Law 87-27), except as to the Secretary's responsibilities as Chairman of the Area Redevelopment

Advisory Policy Board created in section 4(a) of the Act, the appointment of members to the National Public Advisory Committee on Area Redevelopment authorized in section 4(b) of the Act, the authority to delegate to the heads of other departments and agencies of the Federal Government any of the Secretary's functions, powers and duties under the Act, the functions, powers and duties so delegated, and the authority to render to the Congress reports required under section 22 of the Act.

.02 To the extent permitted by law the Administrator may redelegate any power or authority conferred on him by this order to any officer of the Area Redevelopment Administration to be exercised in accordance with such conditions and limitations as he may prescribe, except that authority to issue regulations under the Act shall not be redelegable.

SEC. 4. Functions and responsibilities.

.01 The Administrator shall be responsible for Administering the Area Redevelopment Act, coordinating Federal assistance in redevelopment areas, and reviewing area redevelopment activities of agencies or departments delegated functions by the Secretary of Commerce under the Act. In performing these functions, the Administrator shall:

1. Designate redevelopment areas and terminate such designations when conditions require;

2. Encourage and assist state and local agencies in preparing and carrying

out economic development programs for redevelopment areas; establish guides as to nature, scope, content, and format of any economic development plan submitted for approval; review, evaluate and act upon requests for approval of economic development plans;

3. Undertake development and economic growth studies for redevelopment areas and other areas which have substantial need for such technical assistance;

4. Encourage and assist state and local agencies in developing proposals for loans or grant projects in redevelopment areas; review, evaluate and act upon requests for approval of economic development projects; develop, issue and interpret policy guides and criteria to be followed by delegate agencies performing functions under the loan or grant programs;

5. Undertake economic research in fields of economic development, relate results to current development programs, and make results generally available for guidance of Government agencies or others interested in economic redevelopment;

6. Provide staff support and assistance to the Secretary of Commerce in developing, with the advice of the Area Redevelopment Advisory Policy Board, coordinated policies on Federal assistance to redevelopment areas;

7. Compile and disseminate to interested parties useful economic development information as prescribed in section 10 of the Act; and

8. Establish rules, regulations, and procedures as appropriate to carry out provisions of the Act; and undertake such collateral activities as are necessary and proper to assure effective administration of the Act.

SEC. 5. Transfer of personnel, records, funds and property.

.01 There are hereby transferred to the Area Redevelopment Administration all functions, personnel, records, funds, and property heretofore assigned to or available to the Business and Defense Services Administration in connection with area development activities.

.02 The Executive Assistant to the Secretary, acting through appropriate offices of the Department, shall determine and arrange for the transfer of functions, personnel, records, funds, and property of the Business and Defense Services Administration as provided herein.

SEC. 6. Effect on other orders.

This order amends Department Order No. 152 (Revised) of September 22, 1958 (23 F.R. 7951-7953 of October 15, 1958) to delete all reference therein with respect to original responsibility for area development activities and specifically sections 2.02(4) and 5.04.

[SEAL]

EDWARD GUEDEMAN,
Acting Secretary of Commerce.

[F.R. Doc. 61-4805; Filed, May 23, 1961;
8:50 a.m.]

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