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# FEDERAL REGISTER

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# Rules and Regulations

## Title 7—AGRICULTURE

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

#### SUBCHAPTER E—DETERMINATION OF SUGAR COMMERCIALY RECOVERABLE

[Sugar Determination 831.4, Amdt. 4]

#### PART 831—BEET SUGAR AREA

##### 1962 and Subsequent Crops

Pursuant to the provisions of section 302(a) of the Sugar Act of 1948, as amended, § 831.4 of this chapter (24 F.R. 6991, 7499, 25 F.R. 7521, 26 F.R. 8150) is hereby amended as follows:

1. In § 831.4, the first sentence of subparagraph (1) of paragraph (b) is amended to read:

§ 831.4 Determination of sugar commercially recoverable from sugarbeets.

(b) Recoverable sugar. \* \* \*

(1) In the case of sugarbeets marketed in a settlement area under any type of agreement other than an "individual test" contract or a "combined individual-cossette test" contract, the amount of sugar (expressed in hundredweight) established by multiplying the net tonnage of the sugarbeets, at the time of delivery to a processor, by a rate expressed in hundredweight of sugar per ton of beets (rounded to three decimals).

2. In § 831.4, a new subparagraph (3) is added to paragraph (b) to read:

§ 831.4 Determination of sugar commercially recoverable from sugar beets.

(b) Recoverable sugar. \* \* \*

(1) In the case of sugarbeets marketed 1962 and subsequent crops marketed under a "combined individual-cossette test" contract, the amount of sugar (expressed in hundredweight) established by multiplying the net tonnage of the sugar beets, at the time of delivery to a processor, by a rate expressed in hundredweight of sugar per ton of beets (rounded to three decimals). Such rate shall be computed by (i) multiplying 20 hundredweight (one ton) by the percentage of sugar content on which settlement under the marketing contract is made, and (ii) multiplying the result obtained under subdivision (i) of this subparagraph (3) by the simple average of the extraction rates for the sugar beet crops in the base period, as adjusted to raw sugar value by multiplying by 1.07.

#### STATEMENT OF BASES AND CONSIDERATIONS

Prior to the 1962 crop season, about one half of each sugar beet crop was marketed under contracts providing for separate tests for sugar content of the beets marketed by individual growers. These tests are made at the time of de-

livery of the beets to a processor. Such contracts are commonly called "individual test" contracts. The remainder of the crop was marketed under contracts which do not provide for separate tests for deliveries of individual growers. For this part of the crop, the sugar content is determined only at the time of processing by the so-called "cossette test".

Beginning with the 1962 crop, beets will be marketed in at least one settlement area under a "combined individual-cossette test" contract. This differs from the regular "individual test" contract in that the results of these individual tests will be adjusted on a pro rata basis so that the average coincides with the average cossette test of all of the beets of the crop marketed in the settlement area.

This amendment provides for the determination of sugar commercially recoverable for beets marketed under this additional type of contract.

Accordingly, I hereby find and conclude that the aforesaid amendment will effectuate the applicable provisions of the Sugar Act of 1948, as amended.

(Sec. 403 61 Stat. 932; 7 U.S.C. Supp. 1153. Interprets or applies secs. 302, 303, 304, 61 Stat. 930, as amended, 931, 7 U.S.C. Supp. 1132, 1133, 1134; Public Law 87-535 approved July 13, 1962)

Effective date: Date of publication.

Signed at Washington, D.C., on August 2, 1962.

ORVILLE L. FREEMAN,  
Secretary of Agriculture.

[F.R. Doc. 62-7887; Filed, Aug. 7, 1962; 8:50 a.m.]

## Title 5—ADMINISTRATIVE PERSONNEL

### Chapter I—Civil Service Commission

#### PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

##### International Cooperation Administration, Development Loan Fund, and Agency for International Development

1. Effective upon publication in the FEDERAL REGISTER, § 6.149 is revoked in its entirety.

2. Effective upon publication in the FEDERAL REGISTER, § 6.249 is revoked in its entirety and a new § 6.275, paragraph (a) is added as set out below.

§ 6.275 Agency for International Development.

(a) Not to exceed thirty positions at GS-9 and above when filled by persons who have served overseas with the Agency for International Development for not less than two years.

3. Effective upon publication in the FEDERAL REGISTER, §§ 6.349 and 6.362 are revoked in their entirety, and paragraphs (a) (2), (3) and (4), (b) (2) and (c) (1) are added to § 6.375 as set out below.

§ 6.375 Agency for International Development.

(a) Office of the Administrator. \* \* \*

(2) One Confidential Assistant (Private Secretary) to the Administrator.

(3) One Chauffeur for the Administrator.

(4) One Private Secretary to each of the two Deputy Administrators.

(b) Office of the Assistant Administrator for Congressional Liaison. \* \* \*

(2) One Private Secretary to the Assistant Administrator.

(c) Office of the General Counsel. (1) One Private Secretary to the General Counsel.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] MARY V. WENZEL,  
Executive Assistant to  
the Commissioners.

[F.R. Doc. 62-7909; Filed, Aug. 7, 1962; 8:52 a.m.]

## Title 13—BUSINESS CREDIT AND ASSISTANCE

### Chapter I—Small Business Administration

[Amdt. 2, Revision 2]

#### PART 121—SMALL BUSINESS SIZE STANDARDS

Effective sixty (60) days after publication of this amendment in the FEDERAL REGISTER, the twenty-five percent (25%) size differential affecting bidders located in Areas of Substantial Unemployment will no longer be applicable.

The twenty-five percent (25%) size differential will remain in effect for purposes of business loans under the Small Business Act and assistance under the Small Business Investment Act of 1958 provided that an Area of Substantial Unemployment has been so classified by the Department of Labor continuously since September 1961. If an area is removed from the Department of Labor's listing, the twenty-five percent (25%) size differential will not apply even if it is listed again.

In addition, for purposes of SBA financing and assistance under the Small Business Investment Act of 1958, any concern located in a Redevelopment Area, designated as such pursuant to the Area Redevelopment Act, will be entitled to a twenty-five percent (25%) size differential.

The Small Business Size Standards Regulation (Revision 2) (26 F.R. 812),

as amended (26 F.R. 1441, 1983, 2778, 3064, 5708, 6642, 8592, 10633, 12069), is hereby further amended by rescinding Amendment 2, Revised, thereof (26 F.R. 2778, published April 4, 1961) in its entirety without any prejudice to any actions taken thereunder and substituting the following Amendment 2, Revision 2, in lieu thereof:

1. Add new paragraphs (p) and (t) to § 121.3-2 as follows:

§ 121.3-2 Definition of terms used in this part.

(p) "Area of Substantial Unemployment" for the purpose of small business size determinations means a geographical area within the United States which:

(1) Is classified by the Department of Labor either as an "Area of Substantial Unemployment" or an "Area of Substantial and Persistent Unemployment," and such classification has been listed in that Department's publication "Area Labor Market Trends" continuously from September 15, 1961, until a size determination is made, or

(2) Is individually certified by the Department of Labor as an "Area of Substantial Unemployment" and has been eligible for such certification continuously since September 15, 1961.

If an area has been removed from the publication "Area Labor Market Trends" or if an area becomes ineligible for certification at any time, such area is excluded from the above definition and cannot be reinstated for the purpose of size determinations unless it is designated as a Redevelopment Area by the Department of Commerce. (See § 121.3-2(t).)

(t) "Redevelopment Area" for the purpose of small business size determinations means a geographical area within the United States which has been designated as a "Redevelopment Area" in accordance with the Area Redevelopment Act (Pub. Law 87-27, sec. 5, 75 Stat. 48).

2. Delete § 121.3-7 in its entirety and substituting in lieu thereof the following new § 121.3-7:

§ 121.3-7 Differentials.

(a) *Alaska*. If an applicant for a size determination is a concern located in Alaska, then, whenever "annual sales or annual receipts" are used in any size definition contained in this part, said dollar limitation is increased by twenty-five percent (25%) of the amount set forth therein.

(b) *Substantial unemployment and redevelopment areas*—(1) *Business loans under the Small Business Act*. Notwithstanding any other provision of this part, the applicable size standards for the purpose of financial assistance under section 7(a) of the Act are increased by twenty-five percent (25%) whenever the concern maintains or operates a plant, facility, or other business establishment within an Area of Substantial Unemployment or Redevelopment Area and agrees to use the financial assistance within such area or, if it does not maintain or operate a plant, facility, or other

business establishment within an Area of Substantial Unemployment or Redevelopment Area, agrees to utilize the financial assistance for the establishment and/or operation of a plant, facility, or other business establishment within such area.

(2) *Small business investment companies and development companies*. Notwithstanding any other provision of this part, the size standards for a small business concern receiving assistance from a small business investment company or receiving section 501 or section 502 loan are increased by twenty-five percent (25%) whenever such concern maintains or operates a plant, facility, or other business establishment within an Area of Substantial Unemployment or Redevelopment Area and agrees to use such assistance within such area or, if it does not maintain or operate a plant, facility, or other business establishment within an Area of Substantial Unemployment or Redevelopment Area, agrees to utilize such assistance in connection with the establishment and/or operation of a plant, facility, or other business establishment in such area.

(3) *Government procurement assistance and sales of Government property*. This paragraph is not applicable to size determinations for the purpose of Government procurement assistance or sales of Government property.

Effective date: This amendment shall become effective sixty (60) days after publication in the FEDERAL REGISTER.

Dated: August 1, 1962.

JOHN E. HORNE,  
Administrator.

[F.R. Doc. 62-7872; Filed, Aug. 7, 1962; 8:47 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter II—Civil Aeronautics Board

#### SUBCHAPTER B—PROCEDURAL REGULATIONS

[Reg. No. PR-69]

#### PART 302—RULES OF PRACTICE IN ECONOMIC PROCEEDINGS

##### Exceptions, Petitions for Discretionary Review and Supporting Briefs

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 2d day of August 1962.

On October 23, 1961, the Board issued a notice of rule making, PDR-12, Docket 13127 (26 F.R. 10099), proposing an amendment of §§ 302.30 and 302.31 of the rules of practice in economic proceedings which would establish more efficient and expeditious procedures for the processing of appeals from initial or recommended decisions of examiners or tentative decisions of the Board. This proposal related to the procedure which at that time, prior to delegation of authority to examiners to make the agency decision, applied to Board review of all initial decisions. Even though the majority of Examiners' decisions are now

subject only to the new provisions for discretionary Board review, a sufficient number of decisions subject to the former appeals practice remain to make it worthwhile for the Board to improve that practice.

The notice of rule making set forth two alternative versions of the proposed regulation insofar as it was designed to provide for skeletonized exceptions. These were respectively designated, in the notice, as the "Proposed Rule" and the "Alternative Rule." The former required that exceptions should identify every finding or statement of fact, law or policy (or lack thereof) which the appellant intended to make the subject of an objection on brief. The latter required that exceptions state only the ultimate conclusion or conclusions challenged and prohibited the taking of exceptions to underlying findings or statements to which appellant might object. For the most part, the comments expressed a preference for the alternative rule, and the Board has decided to adopt it. This rule reflects the concept that at the time of the appeal to the Board from the initial decision the parties to an economic proceeding are normally aware of all the points at issue so that exceptions which merely identify the ultimate conclusions in the decision objected to would give sufficient notice to opposing parties of the contentions later to be made in the appellant's brief.

In response to comments the rule has been refined to provide that the exceptions must specify any matters of fact or law which the appellant will raise before the Board for the first time. In response to another comment, the alternative proposal has been revised to make it clear that while exceptions may only be filed with respect to an ultimate conclusion reached by the examiner and may not specifically include the findings and statements underlying that conclusion, a party who files such a general exception is free to argue to the Board that such underlying findings and statements are erroneous.

The proposed alternative rule provided a seven-day period for the filing of exceptions. In response to comments that a longer period be allowed, the Board has decided to extend the period from seven to ten days.

During the pendency of the instant rule-making proceeding, the Board adopted special procedures for the processing of petitions seeking discretionary review of cases decided by hearing examiners under delegated authority. It appears desirable to amend those special procedures to incorporate some of the improvements in appellate practice made herein. The Board gave notice that it might take such action in the Explanatory Statement of PDR-12. Accordingly, we are revising § 302.28(a)(2) to require petitions for discretionary review to state separately each issue presented for review and to prohibit the restatement of the same point in repetitive discussions of the issue. We are also revising § 302.31(b) to advise litigants that the Board will not consider the underlying petitions for discretionary review in cases where it affords review, but will confine itself to

consideration and evaluation of the briefs. Finally, certain editorial changes in §§ 302.28 and 302.31 have been made.

Interested persons have been afforded opportunity to participate in the formulation of this rule and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Subpart A—Rules of General Applicability, of Part 302 of the Procedural Regulations (14 CFR Part 302), effective September 6, 1962, as follows:

§ 302.28 [Amendment]

1. Amend § 302.28(a)(2) to read as follows:

(2) Petitions for review shall be accompanied by proof of service, shall concisely and plainly state the issues presented for review, and shall be filed only upon one or more of the following grounds:

- (i) A finding of a material fact is erroneous;
- (ii) A necessary legal conclusion is without governing precedent or is a departure from or contrary to law, Board rules, or precedent;
- (iii) A substantial and important question of law, policy or discretion is involved; or
- (iv) A prejudicial procedural error has occurred.

Where objections are based on the record, the portions of the record relied upon shall be identified by detailed citations. Each issue presented for review shall be separately numbered and shall be stated as a separate point, and petitioners shall not restate the same point in several repetitive discussions of an issue. Petitions for review shall specify any matters of fact or law, not argued before the examiner, which will be argued on brief to the Board.

2. Amend § 302.30 to read as follows:

§ 302.30 Exceptions to recommended decisions of Examiners or tentative decisions of the Board.

(a) *Time for filing.* Within ten (10) days after service of any recommended decision of an examiner or tentative decision of the Board, any party to a proceeding may file exceptions to such decision with the Board.

(b) *Form and contents of exceptions.* Each exception shall be separately numbered and shall be stated as a separate point, and appellants shall not restate the same point in several repetitive exceptions. Each exception shall state, sufficiently identify, and be limited to, an ultimate conclusion in the decision to which exception is taken (such as, selection of one carrier rather than another to serve any point or points; points included in or excluded from a new route; imposition or failure to impose a given restriction; determination of a rate at a given amount rather than another). No specific exception shall be taken with respect to underlying findings or statements, but exceptions to an ultimate con-

clusion shall be deemed to include exceptions to all underlying findings and statements pertaining thereto: *Provided, however,* That exceptions shall specify any matters of law, fact or policy which were not argued before the examiner but will be set forth for the first time on brief to the Board.

(c) *Effect of failure to file timely and adequate exceptions.* No objection may be made on brief or at a later time to an ultimate conclusion which is not expressly made the subject of an exception in compliance with the provisions of this section. *Provided, however,* That any party may file a brief in support of the decision and in opposition to the exceptions filed by any other party.

3. Section 302.31 is revised to read as follows:

§ 302.31 Briefs before the Board and petitions for discretionary review.

(a) *Time for filing briefs.* Within such period after the date of service of any recommended decision of an examiner or tentative decision by the Board, as may be fixed therein, any party may file a brief addressed to the Board, in support of his exceptions to such decision, or in opposition to the exceptions filed by any other party. Within thirty (30) days after the date of service of a Board order advising that the Board will review an initial decision, any party to the review proceeding (§ 302.28(d)(3)) may file a brief on the issues specified in such order. In cases where the filing of opening, answering and reply briefs will not unduly delay the proceeding and will assist in its proper disposition, the Board in the tentative decision or order on review, or the examiner in the recommended decision, may direct that the parties file briefs at different times rather than at the same time.

(b) *Effect of failure to restate objections in briefs.* In determining the merits of an appeal, the Board will not note or consider the exceptions or petition for discretionary review but will consider only the brief. Each objection contained in the exceptions or petition for discretionary review must be restated and supported by a statement and adequate discussion of all matters relied upon, in a brief filed pursuant to and in compliance with the requirements of this section.

(c) *Formal specifications of briefs and petitions for discretionary review—(1) Contents.* Each brief shall discuss every point of fact and law which the party submitting it is entitled to raise, pursuant to this Part and any pertinent order of the Board, and which he desires the Board to consider. Support and justification for every such point shall include itemized references to the pages of the transcript of hearing, exhibit or other matter in the record, and citations of the statutes, regulations or principal authorities relied upon. If a brief or any point discussed therein is not in substantial conformity with the requirement for such support and justification, no motion to strike or dismiss

such document shall be made but the Board may disregard the points involved.

(2) *Incorporation by reference.* Briefs to the Board and petitions for discretionary review shall be completely self-contained and shall not incorporate by reference any portion of any other brief or pleading: *Provided, however,* That in lieu of submitting a brief to the Board a party may adopt by reference specifically identified pages or the whole of his prior brief to the examiner. In such cases, the party may file with the Board a letter exercising this privilege which shall be filed with the Docket Section and served upon all parties in the same manner as a brief to the Board.

(3) *Length.* Except by special permission or direction of the Board or the Chief Examiner, briefs shall not exceed 50 pages and petitions for discretionary review shall not exceed 20 pages. If typed, such documents shall be double spaced, except for footnotes and quotations which may be single spaced. The pages contained in any appendix, table, chart, or similar document, other than a map which is physically attached to any such document, shall be counted in determining its length.

(4) *Size, margin and type limitations.* Briefs and petitions for discretionary review which are printed shall be on paper not exceeding 6½ inches in width and 9¼ inches in length, having all margins at least 1 inch in width. The text, footnotes and all physical attachments to any such document shall be printed in clear and readable type, not smaller than 11 point type, which is adequately leaded. Any such document which is typewritten, mimeographed, multi-graphed or reproduced by any process other than printing shall utilize type not smaller than Elite type and be on paper not exceeding 8½ inches in width and 11 inches in length which has left-hand margins not less than 1½ inches, and all other margins at least 1 inch in width. However, numerical tables, maps and charts which are physically attached thereto may be printed or otherwise reproduced on paper not exceeding 8½ inches in width and 14 inches in length, provided they are folded to the size of the document.

(5) *Subject index.* Any brief or petition for discretionary review which exceeds 10 pages shall contain a subject index of its contents, including appropriate page references.

(6) *Definition of map.* As used in this section, the term "map" means only those pictorial representations of routes, flight paths, mileage and similar ancillary data which are superimposed on geographic drawings and contain only such text as is needed to explain the pictorial representation.

(Sec. 204(a) and 1001 of the Federal Aviation Act of 1958; 72 Stat. 743, 788; 49 U.S.C. 1324, 1481)

By the Civil Aeronautics Board.\*  
[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 62-7886; Filed, Aug. 7, 1962; 8:50 a.m.]

## Chapter III—Federal Aviation Agency

## SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 62-WE-25]

**PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS****Alteration and Designation of Control Zone; Modification**

On July 17, 1962, there was published in the FEDERAL REGISTER (27 F.R. 6751) amendments to Part 601 of the regulations of the Administrator, which altered the Fresno, Calif., control zone and designated a control zone at Chandler Municipal Airport, Fresno, Calif.

Subsequent to publication of the amendments, it has been brought to the attention of the Administrator that the date for conversion of the Fresno radio range to a radio beacon is indefinite. Therefore, action is taken herein to substitute geographical coordinates for the radio beacon in the description of the Fresno, Calif. (Chandler Municipal Airport) control zone.

Since this amendment imposes no additional burden on any person, the effective date of the rule as initially adopted may be retained.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), effective immediately, Airspace Docket No. 62-WE-25 (27 F.R. 6751) is hereby modified as follows:

In the description of the Fresno, Calif. (Chandler Municipal Airport), control zone "within 2 miles either side of the 152° bearing from the Fresno RBN extending from the 5-mile radius zone to 8 miles SE of the RBN," is deleted and "within 2 miles either side of the 152° bearing from latitude 36°43'25" N., longitude 119°50'02" W. extending from the 5-mile radius zone to 8 miles SE of latitude 36°43'25" N., longitude 119°50'02" W.," is substituted therefor.

This amendment shall become effective upon the date of publication in the FEDERAL REGISTER.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on August 1, 1962.

CLIFFORD P. BURTON,  
*Chief,*  
*Airspace Utilization Division.*

[F.R. Doc. 62-7859; Filed, Aug. 7, 1962; 8:45 a.m.]

[Airspace Docket No. 62-SO-42]

**PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS****Alteration of Control Zone and Control Area Extension**

The purpose of these amendments to § 601.2168 and § 601.1228 of the regula-

tions of the Administrator is to alter the descriptions of the Tampa, Fla., control zone and the Tampa control area extension.

The Tampa control zone and control area extension are designated, in part, with reference to the Tampa radio range. The Federal Aviation Agency is converting this facility to a radio beacon. Therefore, action is taken herein to substitute the Tampa radio beacon for the Tampa radio range in the description of the Tampa control zone and control area extension. Additionally, the proviso in the description of the Tampa control area extension excluding the portion of the Key West, Fla., Warning Area W-173 is being deleted. This proviso is not required as the west boundary of W-173 adjoins, but does not overlap, the Tampa control area extension.

Since these amendments are editorial in nature, and impose no additional burden on any person, notice and public procedure hereon are unnecessary, and they may be made effective September 3, 1962.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following actions are taken:

1. Section 601.2168 (14 CFR 601.2168) is amended to read:

§ 601.2168 Tampa, Fla., control zone.

Within a 5-mile radius of Tampa International Airport (latitude 27°58'30" N., longitude 82°31'40" W.), within a 5-mile radius of the Mac Dill Air Force Base (latitude 27°51'05" N., longitude 82°31'15" W.), within a 5-mile radius of the St. Petersburg-Clearwater International Airport (latitude 27°54'40" N., longitude 82°41'10" W.), within 2 miles either side of a line extending from the Tampa International Airport to the Tampa RBN, within 2 miles either side of the 137° bearing from the Tampa RBN extending from the Mac Dill AFB 5-mile radius zone to 10 miles SE of the RBN, within 2 miles either side of the St. Petersburg VORTAC 340° radial extending from the St. Petersburg-Clearwater International Airport 5-mile radius zone to 10 miles NW of the VORTAC, and within 5 miles either side of a line extending from the St. Petersburg-Clearwater International Airport to the Tampa International Airport.

2. Section 601.1228 (14 CFR 601.1228) is amended to read:

§ 601.1228 Control area extension (Tampa, Fla.).

The airspace within 5 miles either side of a line extending from the Tampa, Fla., RBN to the Key West, Fla., RR, excluding the portion below 2,000 feet MSL outside the United States, and excluding the portion which coincides with W-174. The portion above 20,000 feet MSL between latitude 24°50'00" N., and the S boundary of the Miami control area extension No. 1230 is excluded.

These amendments shall become effective 0001 e.s.t. September 3, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on August 1, 1962.

CLIFFORD P. BURTON,  
*Chief,*  
*Airspace Utilization Division.*

[F.R. Doc. 62-7864; Filed, Aug. 7, 1962; 8:46 a.m.]

[Airspace Docket No. 62-WE-39]

**PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS****Alteration of Transition Area**

On May 10, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 4488) stating that the Federal Aviation Agency proposed to designate a transition area at Port Angeles, Wash.

No adverse comments were received regarding the proposed amendment.

Since the proposed transition area would underlie the present Port Angeles transition area (§ 601.10881), action is taken herein to include the proposed area in § 601.10881.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated herein and in the notice, the text of § 601.10881 (14 CFR 601.10881) is amended to read:

§ 601.10881 Port Angeles, Wash., transition area.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the CGAS Port Angeles (latitude 48°08'30" N., longitude 123°24'45" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the N. by the United States/Canadian border, on the E. by Amber Federal airway No. 1, on the S. by latitude 48°03'00" N. and on the W. by longitude 123°35'00" W.

This amendment shall become effective 0001 e.s.t. September 20, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on August 1, 1962.

CLIFFORD P. BURTON,  
*Chief,*  
*Airspace Utilization Division.*

[F.R. Doc. 62-7865; Filed, Aug. 7, 1962; 8:46 a.m.]

[Airspace Docket No. 62-WE-64]

**PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS****Alteration of Transition Area**

On June 5, 1962, a notice of proposed rule making was published in the FED-

ERAL REGISTER (27 F.R. 5270) stating that the Federal Aviation Agency proposed to alter the Milford, Utah, transition area.

No adverse comments were received regarding the proposed amendment.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, the text of § 601.10873 (14 CFR 601.10873) is amended to read:

**§ 601.10873 Milford, Utah, transition area.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Milford Municipal Airport (Latitude 38°25'35" N., Longitude 113°00'40" W.) and within 2 miles either side of the Milford VORTAC 196° radial extending from the 5-mile radius area to 8 miles S of the VORTAC; including the airspace extending upward from 1,200 feet above the surface within 10 miles NW and 7 miles SE of the Milford VORTAC 023° and 203° radials extending from 9 miles SW to 20 miles NE of the VORTAC.

This amendment shall become effective 0001 e.s.t. September 20, 1962.

(Sec. 307(a), 72 Stat. 749; U.S.C. 1348)

Issued in Washington, D.C., on August 1, 1962.

CLIFFORD P. BURTON,  
*Chief,*  
*Airspace Utilization Division.*

[F.R. Doc. 62-7866; Filed Aug. 7, 1962; 8:46 a.m.]

[Airspace Docket No. 62-KC-15]

**PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS**

**Designation of Transition Area**

On May 29, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 5003) stating that the Federal Aviation Agency proposed to designate a transition area at Winner, S. Dak.

No adverse comments were received regarding the proposed amendment.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, the following action is taken:

Part 601 (14 CFR Part 601) is amended by adding the following section:

**§ 601.10060 Winner, S. Dak., transition area.**

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Winner Airport (Latitude 43°23'30" N., Longitude 99°50'45" W.) and within 2 miles either side of the Winner VORTAC 212° radial extending from the 5-mile radius area to the VORTAC; including the airspace extending upward from 1,200 feet above the surface within 8 miles NW and 5 miles SE of the Winner VORTAC 032° and 212° radials extending from 5 miles SW to 13 miles NE of the VORTAC.

This amendment shall become effective 0001 e.s.t. September 20, 1962.

(Sec. 307(a), 72 Stat. 749; U.S.C. 1348).

Issued in Washington, D.C. on August 1, 1962.

CLIFFORD P. BURTON,  
*Chief,*  
*Airspace Utilization Division.*

[F.R. Doc. 62-7867; Filed, Aug. 7, 1962; 8:46 a.m.]

**Title 33—NAVIGATION AND NAVIGABLE WATERS**

**Chapter I—Coast Guard, Department of the Treasury**

**SUBCHAPTER K—SECURITY OF VESSELS**

[CGFR 62-24]

**PART 124—CONTROL OVER MOVEMENT OF VESSELS**

**Advance Notice of Time of Arrival of Vessels**

By Executive Order 10173 the President found that the security of the United States is endangered by reason of subversive activities and prescribed certain regulations relating to the safeguarding against destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of similar nature to vessels, ports, and waterfront facilities in the United States and all territory and waters, continental or insular, subject to the jurisdiction of the United States exclusive of the Canal Zone.

Pursuant to the authority of 33 CFR 6.04-8 in Executive Order 10173 (15 F.R. 7007; 3 CFR, 1950 Supp.) the Captain of the Port may supervise and control the movement of any vessel and shall take full or partial possession or control of any vessel or any part thereof when within the territorial waters of the United States under his jurisdiction whenever it appears to him that such action is necessary in order to secure such vessel from damage or injury or to prevent damage or injury to any waterfront facility or waters of the United States or to secure the observance of rights and obligations of the United States.

The provisions of 33 CFR 124.10 set forth the requirements regarding the advance notice of vessel's estimated time of arrival to be furnished to the Captain of the Port. The purpose for amending

this section is to clarify requirements concerning which vessels are required to submit an advance notice of arrival report, especially at ports on the Great Lakes.

Because of the national emergency declared by the President, it is found that compliance with the Administrative Procedure Act (requesting notice of proposed rule making, public rule-making procedures thereon, and effective date requirements thereof) is impracticable and contrary to the public interest.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Executive Order 10173 as amended by Executive Orders 10277 and 10352, I hereby prescribe the following amendments to § 124.10 revising paragraphs (a) (8) and (b) (2) and adding paragraphs (b) (5) and (6), which shall become effective upon the date of publication of this document in the FEDERAL REGISTER:

**§ 124.10 Advance notice of vessel's time of arrival to Captain of the Port.**

(a) \* \* \*

(8) A westbound vessel which is to proceed to or through United States waters of the St. Lawrence River and/or the Great Lakes shall be subject to compliance with paragraph (b) of this section.

(b) \* \* \*

(2) In addition, prior to or immediately on entering Lake Ontario inbound, advise the Commander, Ninth Coast Guard District, Cleveland, Ohio, of the vessel's first intended United States port of call, if any, and estimated time of arrival at that port.

\* \* \* \* \*

(5) A master or agent of a vessel who files a copy of the scheduled route with the Commander, Ninth Coast Guard District, Cleveland, Ohio, at least 24 hours prior to arrival at Snell Lock, and who includes in the schedule the estimated time of arrival at the Snell Lock, Massena, N.Y., shall be considered to be in constructive compliance with requirements of subparagraph (1) of this paragraph and no additional advance notice of the vessel's arrival at the Snell Lock is required. Likewise, a master or agent of such vessel who indicates in this schedule the name of the first intended United States port of call and estimated time of arrival at that port shall be considered in constructive compliance with subparagraph (2) of this paragraph and no additional advance notice of arrival is required.

(6) When the arrival is a direct result of the operation of "force majeure," and it is not possible to give at least 24 hours advance notice of time of arrival, then advance notice as early as practicable shall be furnished.

(Sec. 1, 40 Stat. 220, as amended; 50 U.S.C. 191; E.O. 10173, 15 F.R. 7005, 3 CFR, 1950 Supp., E.O. 10277, 16 F.R. 7537, 3 CFR, 1951 Supp., E.O. 10352, 17 F.R. 4607, 3 CFR, 1952 Supp.)

Dated: August 3, 1962.

E. J. ROLAND,  
*Admiral, U.S. Coast Guard,*  
*Commandant.*

[F.R. Doc. 62-7903; Filed, Aug. 7, 1962; 8:52 a.m.]

Chapter II—Corps of Engineers,  
Department of the Army

PART 207—NAVIGATION  
REGULATIONS

Cape Cod Canal, Mass.

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), § 207.20 governing the use, administration and navigation of the Cape Cod Canal, Massachusetts, is hereby amended to accomplish desired changes and revisions effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 207.20 Cape Cod Canal, Mass.; use,  
administration and navigation.

(c) *Vessels allowed passage.* The canal is open for passage to all adequately powered vessels properly equipped and seaworthy, of sizes consistent with safe navigation as governed by the controlling depth, widths, and clearances of the bridges on the waterway. The granting of permission for any vessel to proceed through the waterway shall not relieve the owners, agents and operators of full responsibility for its safe passage. No vessel having a greater draft forward than aft will be allowed to transit the canal. Craft of low power and wind driven are required to have and use auxiliary power during passage through the canal land cut and will continue to use this power between the State Pier, Buzzards Bay and Cleveland Ledge Light if it is necessary for the craft to navigate the Federal Improved Channel. Low powered vessels should await slack water or favorable current for canal transit.

(d) *Tows.* (1) Tows shall be made-up outside the canal entrances. All vessels engaged in towing other vessels not equipped with a rudder shall use two tow lines or a bridle and one tow line. If the vessel in tow is equipped with a rudder, one tow line may be used. All tow lines or hawsers must be hauled as short as practicable for safe handling of the tows. No towboat will be allowed to enter the waterway with more than two barges in tow unless prior approval is granted by the Vessel Dispatcher.

(2) The maximum length of pontoon rafts using the canal will be limited to 600 feet, and the maximum width to 100 feet. Pontoon rafts exceeding 200 feet in length will be required to have an additional tug on the stern to insure that the tow is kept in line. The tugs used must have sufficient power to handle the raft safely.

(3) Dead vessels are required to transit the canal during daylight hours and must be provided with the number of tugs sufficient to afford safe passage through the canal.

(e) *Explosives.* Vessels or tows carrying explosives must notify the Vessel Dispatcher prior to entering the canal so that arrangements can be made for a clear canal passage. Transportation of explosives through the canal shall be in strict accordance with regulations prescribed by law.

(g) *Obtaining clearance.* Vessels over 25 feet in length, with or without radar, are cautioned not to transit the canal until clearance by traffic lights, radio, radiotelephone, megaphone, or Corps of Engineers' patrol boat has been obtained. If a vessel of any type is delayed at the mooring basins, State Pier, Buzzards Bay or the Sandwich bulkhead, a second clearance must be obtained prior to continuing passage through the canal.

(1) *Traffic lights.* Traffic lights, red, green and amber yellow are located at the easterly canal entrance, Sandwich; the easterly side of the Sandwich Control Station 35; approximately 1,000 feet west of the Buzzards Bay Railroad Bridge; at the westerly entrance of the Hog Island Channel at Wings Neck and apply to all vessels over 65 feet in length that desire to transit the canal as follows:

(i) *West bound traffic.* When the green light is on at the eastern (Cape Cod Bay) entrance, properly equipped vessels may proceed westward through the canal. When the fixed red light is on, any type of vessel over 65 feet in length drawing more than 25 feet, and towboats with any type of craft in tow must stop clear of the Cape Cod Bay entrance approach channel. When the amber yellow light is on, vessels drawing less than 25 feet may proceed as far as the East Mooring Basin where they must stop, and from that point clearance must be granted by radiotelephone, contact with the Corps of Engineers' patrol boat, or other reliable means. When the red light is flashing, clearance to enter the canal may be expected within a reasonable time, not to exceed 30 minutes. If, on receiving the green light, the ship does not get under way within 30 minutes, the priority to pass through the canal may be forfeited. Anchorage of vessels drawing more than 25 feet is prohibited between Buzzards Bay Buoy No. 7 (FLW & BELL) and the easterly entrance to the canal channel.

(ii) *East bound traffic.* When the green light is on at Wings Neck, properly equipped vessels may proceed eastward through the canal. When the fixed red light is on, vessels over 65 feet in length drawing less than 25 feet, and towboats with any type of craft in tow must keep southerly of Hog Island Channel Entrance Buoys Nos. 1 and 2 and utilize the general anchorage areas adjacent to the improved channel. Vessel traffic drawing 25 feet and over are directed not to enter the canal channel at the Cleveland Ledge Light entrance and shall lay-to or anchor in the vicinity of Buzzards Bay Buoy No. 7 (FLW & BELL) until clearance is granted by the Canal Dispatcher by a green traffic light at Wings Neck or by radio or radiotelephone communication. When the amber yellow light is on, vessels may proceed through Hog Island Channel as far as the West Mooring Basin or the State Pier, where they must stop and from that point clearance shall be controlled by the traffic lights located approximately 1,000 feet west of the railroad bridge, or clearance granted by the Corps of Engineers' patrol boat, or by radiotelephone or other reliable means. When the red light at Wings Neck is flashing,

clearance to enter the canal may be expected within a reasonable time, not to exceed 30 minutes. If, on receiving the green light, the ship does not get underway within 30 minutes, the priority to pass through the canal at that time may be forfeited. In the daytime when sunshine partially obscures the traffic lights at Wings Neck, a red ball or shape, will be suspended from a pole 60 feet south of the lights. When this ball is so suspended it indicates that a red light is on and the canal is closed to east bound traffic. The supplementary traffic lights located approximately 1,000 feet west of the railroad bridge are for controlling east bound traffic that has passed in by Wings Neck, in the event of emergencies for dispatching traffic from the West Mooring Basin and State Pier, and for indicating that the railroad bridge is in a closed (down) position. When the green light is on, vessels may proceed eastward through the canal. When the red light is on, all vessels over 25 feet in length are directed not to pass east of the State Pier.

(j) *Management of vessels—(1) Pilot Rules.* (i) The canal is an inland waterway of the United States and the pilot rules for such waterways as contained in the United States Coast Guard publication "Pilot Rules" are applicable concerning matters not otherwise covered in this section.

(ii) The Masters of all vessels with a length overall of 200 feet and over are directed to notify the Canal Dispatcher prior to entering the waterway, of the name of the Pilot handling the vessel through the canal by the media outlined below:

(a) Direct communication with the Cape Cod Canal office is available at all hours by means of telegraph, telephone, and radio. The telephone number is Buzzards Bay Plaza 9-4431 or Plaza 9-4432. The nearest ship-to-shore telephone station is at Scituate, Mass. (call letter WOU). The nearest radio telephone station (call letters WUA-21) is located at the Cap Cod Canal Office, Buzzards Bay, Mass., operating on a frequency of 2350 kc.

(b) Vessels equipped to communicate on 2350 k.c. are requested to keep their radio telephones tuned to that frequency during the entire passage through the canal.

(5) *Stopping in the waterway.* Anchoring in the Cape Cod Canal Channel is prohibited except in emergencies. For the safety of Canal operations it is mandatory that the Masters of all vessels anchoring in the Canal Project Channel (Cape Cod Bay to Cleveland Ledge Light) because of mechanical deficiencies—groundings in or adjacent to the channel limits, or for any other reason, immediately notify the Canal Dispatcher by media outlined in subparagraph (1) (ii) of this paragraph.

(6) *Utilization of mooring and boat basins and the Sandwich Bulkhead.* Vessels or boats mooring or anchoring in the mooring or boat basins and at the Sandwich bulkhead must do so in a



manner not to obstruct or impede vessel movements to and from the basins. Mooring in the West Boat Basin at Buzzards Bay, near the railroad bridge, is not permitted except in an emergency. Fishing boats, yachts, cabin cruisers and other craft utilizing the East Boat Basin on the south side of the canal at Sandwich, Massachusetts, are not permitted to tie up at the Corps of Engineers' landing float or anchor in a manner to prevent canal floating plant from having ready access to the float. All vessels or barges left unattended must be securely tied with adequate lines or cables. The United States assumes no liability for damages which may be sustained by any craft using the bulkhead at Sandwich or the canal mooring or boat basin facilities.

(o) *Fish, game and recreation.* Persons at their own risk may fish with rod and line from the banks of the canal at such locations as may be designated by the Division Engineer or his authorized representative and under the same conditions use specified areas for recreational purposes. Fish and game laws of the United States and the Commonwealth of Massachusetts will be enforced. Fishing and lobstering by boat in the Cape Cod Canal between the east entrance (Cape Cod Bay) and the State Pier, Buzzards Bay are prohibited. Fishing by boat is permitted in the area west of the State Pier, Buzzards Bay, provided that all craft stay out of the channel, as defined by United States Coast Guard buoys and beacons. Skin diving in the canal between the westerly entrance of the Hog Island Channel and Cape Cod Bay is prohibited unless authorized by the Canal Dispatcher. Visitors may park automobiles at their own risk in unrestricted Government areas while engaged in recreational activities. No open fires will be allowed at any time except by special permission and then shall be in compliance with State or Town laws. No overnight tenting or camping on Government land will be permitted.

[Regs., July 23, 1962, 285/111 (Cape Cod Canal-ENGCW-ON) (Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

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

[F.R. Doc. 62-7856; Filed, Aug. 7, 1962; 8:45 a.m.]

## Title 47—TELECOMMUNICATION

### Chapter I—Federal Communications Commission

[Docket No. 14594]

#### PART 9—AVIATION SERVICES

##### Aeronautical Advisory Service

1. Notice of proposed rule making in the above-entitled matter was released by the Commission April 13, 1962. This notice which made provision for the filing of comments by May 21, 1962 was duly published in the FEDERAL REGISTER on April 18, 1962 (27 F.R. 3695).

2. The subject amendment is intended to make for a more orderly and efficient administration of the aeronautical advisory service. Accordingly, the amendment requires an applicant who is a non-owner of a landing area to be a party to a written agreement with the owner of the landing area whereby the owner vests in the applicant the exclusive and sole right to establish and maintain an aeronautical advisory station to serve the owner's landing area. The agreement must be for a time certain. Authorizations issued to non-owners will be for a period of time not to exceed the time specified in the agreement and will be subject to the agreement remaining in force. The amendment further provides that the aeronautical advisory station licensee may not operate the advisory service so as to discriminate against any aviation ground services which are available to aircraft using the landing area served by the station.

3. Comments in this proceeding were filed by Aircraft Owners and Pilots Association (AOPA) and National Pilots Association (NPA). Respondents raised no objection nor offered any change to the proposal.

4. The appendix appearing below contains the appropriate amendment to Part 9. This amendment is identical to that proposed by the notice of proposed rule making referred to in Paragraph 1 above.

5. In view of the foregoing: *It is ordered*, Pursuant to the authority contained in section 303 (f), (h) and (r) of the Communications Act of 1934, as amended, that effective September 10, 1962, Part 9 of the Commission's rules is amended as set forth below.

6. *It is further ordered*, That the proceeding in Docket No. 14594 is terminated.

Adopted: August 1, 1962.

Released: August 3, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Acting Secretary.

1. Section 9.1001 is amended to read as follows:

##### § 9.1001 Special eligibility requirements.

(a) An aeronautical advisory station using the frequency 122.8 Mc/s will be authorized only at a landing area not served by an airdrome control station.

(b) An aeronautical advisory station using the frequency 123.0 Mc/s will be authorized only at a landing area served by an airdrome control station.

(c) Only one aeronautical advisory station will be authorized at any landing area.

(d) Authorization to operate an aeronautical advisory station will be issued only to the owner of the landing area or to a person who has entered into a written contractual agreement with the owner of the landing area whereby the owner gives such person the exclusive and sole right to establish and maintain an aeronautical advisory station to serve the owner's landing area for a time certain. An authorization issued to a non-owner will be for a period of time not to exceed the time specified in the written agreement and is subject to the above-described contractual agreement remaining in force.

(e) An aeronautical advisory station and any control points must be located on the landing area to be served.

(f) Notwithstanding the provisions of § 9.185(e), dispatch points shall not be established at locations other than the landing area served by the station.

2. In § 9.1004, paragraphs (b) through (e) are redesignated as (c) through (f) and a new paragraph (b) is added to read as follows:

##### § 9.1004 Scope of Service.

(b) Communications by an aeronautical advisory station shall be impartial with respect to information concerning similar available ground services.

[F.R. Doc. 62-7889; Filed, Aug. 7, 1962; 8:50 a.m.]

# Proposed Rule Making

## FEDERAL AVIATION AGENCY

[ 14 CFR Part 600 ]

[Airspace Docket No. 61-NY-96]

### FEDERAL AIRWAYS

#### Alteration of Federal Airways

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 amendments to §§ 600.1646 and 600.1658 of the regulations of the Administrator, the substance of which is stated below.

Intermediate altitude VOR Federal airway No. 1646 is designated in part as a 10-mile wide airway from the Elkins, W. Va., VOR via the intersection of the Elkins VOR 076° and the Front Royal, Va., VOR 269° True radials to the Front Royal VOR. The western terminus of intermediate altitude VOR Federal airway No. 1658 is the Martinsburg, W. Va., VOR.

The Federal Aviation Agency has under consideration a proposal to:

1. Extend Victor 1658 from the Martinsburg VOR as a 16-mile wide airway to the Elkins VOR.

2. Redesignate Victor 1646 in part from the Elkins VOR as a 16-mile wide airway via the intersection of the Elkins VOR 074° and the Front Royal VOR 271° True radials to the Front Royal VOR.

The extension of Victor 1658 would provide a southwest bound routing to serve traffic from the New York and Philadelphia terminal areas. The realignment of Victor 1646 would provide a more compatible alignment with the proposed extension of Victor 1658 and retain the inbound routing to the Washington terminal area for traffic enroute from the southwest.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. 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 Regional Air Traffic 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 A-103, 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 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 August 1, 1962.

CLIFFORD P. BURTON,  
*Chief, Airspace Utilization Division.*

[F.R. Doc. 62-7860; Filed, Aug. 7, 1962;  
8:46 a.m.]

### [ 14 CFR Part 602 ]

[Airspace Docket No. 62-WE-82]

### JET ADVISORY AREAS

#### Alteration 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 amendments to § 602.200 of the regulations of the Administrator, the substance of which is stated below.

Secondary radar from the air route surveillance radar at a site near Rock Springs, Wyo., is expected to be commissioned in October 1962 which will make additional radar jet advisory service possible from the Salt Lake City, Utah, Air Route Traffic Control Center. The Federal Aviation Agency has under consideration the alteration of jet advisory areas in the vicinity of Rock Springs to include the airspace 16 miles either side of the jet route segments listed below from flight level 240 to flight level 390 inclusive:

1. Jet route No. 32 from 150 nautical miles northeast of Malad City, Idaho, to 72 nautical miles southwest of Crazy Woman, Wyo.

2. Jet route No. 107 from 40 nautical miles northeast of Rock Springs, Wyo., to 105 nautical miles southwest of Crazy Woman.

3. Jet routes Nos. 84 and 94 from 50 nautical miles east of Rock Springs to 85 nautical miles east of Rock Springs.

4. Jet route No. 20 from 45 nautical miles southeast of Rock Springs to 107 nautical miles northwest of Denver, Colo.

5. Jet route No. 56 from 163 nautical miles east of Salt Lake City, Utah, to 19 nautical miles west of Kremmling, Colo.

The action proposed herein and the action to become effective July 26, 1962 in Airspace Dockets Nos. 62-WE-29 and 62-WE-50 (27 F.R. 5863) would make jet advisory service available to civil turbo-jet aircraft along the entirety of the above jet routes except for a segment of J-32 northeast of Duluth, Minn., and portions of J-20.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. 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 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 A-103, 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 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 August 2, 1962.

CLIFFORD P. BURTON,  
*Chief, Airspace Utilization Division.*

[F.R. Doc. 62-7861; Filed, Aug. 7, 1962;  
8:46 a.m.]

### [ 14 CFR Part 602 ]

[Airspace Docket No. 61-LA-122]

### JET ROUTES AND JET ADVISORY AREAS

#### Alteration of Jet Routes and 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 (FAA) is considering amendments to §§ 602.100 and 602.200 of the regulations of the Administrator, the substance of which is stated below.

Jet Route No. 88 presently extends from the Los Angeles, Calif., VOR direct to the Santa Barbara, Calif., VORTAC. The FAA has under consideration the realignment and extension of J-88 from the Los Angeles VOR via the intersection of the Los Angeles VOR 301° and the Santa Barbara VORTAC 109° True radials to the Santa Barbara VORTAC; thence direct to the Salinas, Calif., VORTAC; thence via the intersection of the

Salinas VORTAC 310° and the Oakland, Calif., VORTAC 170° True radials to the Oakland VORTAC. It is proposed to use J-88 principally as a one-way northbound routing from Los Angeles to San Francisco. The proposed alignment of J-88 between Los Angeles and Santa Barbara and between Salinas and Oakland would partially overlie low and intermediate altitude airways and facilitate transitions between route structures.

Jet Route No. 1 presently extends in part from the Los Angeles VOR direct to the Avenal, Calif., VOR. The FAA has under consideration the realignment of this segment of J-1 via the Los Angeles VOR 316° and the Avenal VOR 145° True radials. It is proposed to use J-1 principally as a one-way southbound routing from San Francisco, Calif., to Los Angeles, and the realignment described above would overlie the low and intermediate altitude airways used for inbound traffic into Los Angeles.

Jet Route No. 3 presently extends in part from the San Diego, Calif., VOR to the Oakland VORTAC via the Ocean-side, Calif., VORTAC; the Los Angeles VOR; and the Bakersfield, Calif., VORTAC. The FAA has under consideration the revocation of this segment of J-3 since the area between San Diego and Oakland would be adequately served by Jet Routes Nos. 1 and 88.

In Airspace Docket No. 61-LA-119 published in the FEDERAL REGISTER on July 25, 1962 (27 F.R. 7019), the FAA altered Jet Route No. 6 by extending it from the Palmdale, Calif., VOR to the intersection of the Palmdale VOR 291° True radial and J-1, and altered the jet advisory area associated with J-6 by extending it from the Hector, Calif., VORTAC to the intersection of J-6 with J-1. The FAA has under consideration the further extension of J-6 and its associated jet advisory area to the intersection of the Palmdale VOR 291° True radial and J-88. This would provide a bypass route around the Los Angeles terminal area for jet aircraft en route from southeast of Los Angeles to the San Francisco/Oakland Metropolitan area.

Additionally, the FAA has under consideration the designation of en route radar jet advisory areas from flight level 240 to flight level 390 inclusive, and within 16 miles either side of J-88 from Los Angeles to Oakland. The radar jet advisory areas proposed herein would provide defined areas wherein jet advisory service would be available.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 9, Calif. 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 contact-

ing the Regional Air Traffic 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 A-103, 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 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 August 1, 1962.

CLIFFORD P. BURTON,  
Chief, Airspace Utilization Division.

[F.R. Doc. 62-7862; Filed, Aug. 7, 1962; 8:46 a.m.]

### [ 14 CFR Part 608 ]

[Airspace Docket No. 62-EA-37]

### SPECIAL USE AIRSPACE

#### Alteration of Restricted 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 § 608.39 of the regulations of the Administrator, the substance of which is stated below.

The De Blois, Maine, Restricted Area R-3901 is presently designated for use from 1000 to 2400 EST, Monday through Friday, from surface to FL 390 with the Commander, Dow AFB, Maine as the using Agency. The Department of the Air Force has requested that the total time of designation be moved ahead to commence and end two hours earlier each day, Monday through Friday, and that additional time of use be designated on Saturdays between the hours of 0800 and 1300 EST to accomplish additional training similar to that now being conducted in the area.

This alteration would increase the time of use of this restricted area. No change is contemplated in the designated altitudes, boundaries or using agency.

In reviewing the description of this area it was noted that one set of coordinates currently describing the boundaries is listed incorrectly. It is therefore proposed to correct the boundary descriptions in this docket.

If this action is taken, § 608.39 would be amended as follows:

R-3901 De Blois, Maine.  
*Boundaries.* Beginning at latitude 44°40'00" N., longitude 67°42'00" W.; to latitude 44°40'00" N., longitude 67°56'00" W.; to latitude 44°50'00" N., longitude 67°56'00" W.; to latitude 44°50'00" N., longitude 67°42'00" W.; to the point of beginning.  
*Designated altitude.* Surface to flight level 390.

*Time of designation.* 0800 to 2200 e.s.t. Monday through Friday; 0800 to 1300 e.s.t. Saturday.

*Using agency.* Commander, Dow AFB, Maine.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. 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 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 A-103 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 Division Chief.

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

Issued in Washington, D.C., on August 1, 1962.

CLIFFORD P. BURTON,  
Chief,  
Airspace Utilization Division.

[F.R. Doc. 62-7863; Filed, Aug. 7, 1962; 8:46 a.m.]

## DEPARTMENT OF AGRICULTURE

### Agricultural Marketing Service

[ 7 CFR Part 948 ]

#### IRISH POTATOES GROWN IN COLORADO—AREA NO. 2

#### Notice of Proposed Expenses and Rate of Assessment

Notice is hereby given that the Secretary of Agriculture is considering approval of the expenses and rate of assessment hereinafter set forth which were recommended by the area committee for Area No. 2 established pursuant to Marketing Agreement No. 97, as amended, and Order No. 948, as amended (7 CFR Part 948) regulating the handling of Irish potatoes grown in the State of Colorado and issued under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

Consideration will be given to any data, views, or arguments pertaining thereto which are filed with the Director, Fruit

## PROPOSED RULE MAKING

and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than 15 days following publication of this notice in the FEDERAL REGISTER. The proposals are as follows:

**§ 948.240 Expenses and rate of assessment.**

(a) The reasonable expenses that are likely to be incurred by the area committee for Area No. 2, established pursuant to Marketing Agreement No. 97 and Order No. 948, both as amended, to enable such committee to perform its functions pursuant to the provisions of the aforesaid amended agreement and order during the fiscal period ending May 31, 1963, will amount to \$13,494.60.

(b) The rate of assessment to be paid by each handler in Area No. 2 pursuant to Marketing Agreement No. 97 and Order No. 948, both as amended, shall be \$0.002205 per hundredweight of potatoes handled by him as the first handler thereof during said fiscal period.

(c) Terms used in this section shall have the same meaning as when used in Marketing Agreement No. 97, as amended, and this part.

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

Dated: August 2, 1962.

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

[F.R. Doc. 62-7876; Filed, Aug. 7, 1962;  
8:48 a.m.]

**Agricultural Stabilization and  
Conservation Service**

[ 7 CFR Parts 1001, 1006, 1007, 1014,  
1015 ]

[Docket Nos. AO-14 A-35, AO-203 A-17,  
AO-204 A-17, AO-302 A-9, AO-305 A-9]

**MILK IN GREATER BOSTON, SPRING-  
FIELD, AND WORCESTER, MASSA-  
CHUSETTS; SOUTHEASTERN NEW  
ENGLAND; AND CONNECTICUT  
MARKETING AREAS**

**Notice of Hearing on Proposed  
Amendments to Tentative Market-  
ing Agreements and Orders**

*Correction*

In F.R. Doc. 62-7667, appearing at page 7647 of the issue for Thursday, August 2, 1962, the following corrections are made:

1. In the first column of page 7649, that portion of the text which extends from the first complete paragraph (the paragraph beginning "2. In § 1001.16(e) of the Greater Boston order \* \* \*") to the third paragraph of Proposal No. 14 (the paragraph ending with "\* \* \* substituting the word 'Worcester' for the word 'Boston' as above."), should appear

in the second column of page 7649, so that it follows paragraph No. 1 of Proposal No. 13.

2. In the second column of page 7649, in paragraph No. 1 of Proposal No. 16, the citation reading "§ 100.13 (b) and (c)" should read "§ 1001.3 (b) and (c)".

**FEDERAL COMMUNICATIONS  
COMMISSION**

[ 47 CFR Parts 12, 13 ]

[Docket Nos. 11060, 11061]

**AMATEUR AND COMMERCIAL OP-  
ERATORS' LICENSES OR PERMITS**

**Eligibility; Order Terminating Pro-  
posed Rule Making Proceedings**

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 1st day of August 1962;

The Commission having under consideration its notices of proposed rule making (FCC 54-716 and 717), released on June 11, 1954; a proposed Report and Order (FCC 55-83) released on January 24, 1955, and the comments filed in these proceedings.

On January 24, 1955, the Commission issued a Proposed Report and Order which discussed the comments filed in the proceedings and attached the text for the proposed rule changes. The Proposed Report and Order also stated that in view of the importance of the proposed rule changes, an opportunity would be afforded the interested parties to argue the legal questions involved before the Commission en banc. Oral argument was held March 7, 1955. The Commission's authority to consider matters affecting the character qualifications of radio station operators, where a question arises, has been sustained by the courts, *Borrow v. FCC*, 285 F. 2d 666, Cert. denied 364 U.S. 892; and *Cronan v. FCC*, 285 F. 2d 288, and this ad hoc approach to the problem appears adequate to protect the public interest at the present time. In addition, in view of the passage of time, and considering all of the facts and circumstances herein, it does not appear that the public interest would be served by adopting the Proposed Report and Order.

In view of the foregoing: *It is ordered*, That effective August 1, 1962, the Proposed Report and Order adopted January 21, 1955, is withdrawn and the proceedings in Dockets 11060 and 11061, are terminated.

Released: August 3, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
Acting Secretary.

[F.R. Doc. 62-7888; Filed, Aug. 7, 1962;  
8:50 a.m.]

# Notices

## DEPARTMENT OF STATE

### Agency for International Development A.I.D. BOARD OF CONTRACT APPEALS

#### Designation of Executive Secretary

Pursuant to the authority of paragraph 5 of the order establishing the A.I.D. Board of Contract Appeals (27 F.R. 903), I hereby appoint as Executive Secretary for the Board, Ollye Maye Koger, Office of the General Counsel, Agency for International Development, Department of State, Washington 25, D.C.

LESLIE A. GRANT,  
*Acting General Counsel.*

AUGUST 2, 1962.

[F.R. Doc. 62-7873; Filed, Aug. 7, 1962;  
8:48 a.m.]

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management CALIFORNIA

#### Notice of Amendment of Proposed Withdrawal and Reservation of Lands

JULY 26, 1962.

Notice of an application Serial No. Sacramento 048741, for withdrawal and reservation of lands, was published as FEDERAL REGISTER Document No. 57-7665 on pages 7490 and 7491 of the issue of Thursday, September 19, 1957. The description of certain lands involved in the proposed withdrawal application is hereby amended to conform to the official survey plats to read as follows:

MOUNT DIABLO MERIDIAN

SIERRA NATIONAL FOREST

Nelder Grove Recreation Area

T. 6 S., R. 22 E.,

Sec. 5: Lots 3, 4, S $\frac{1}{2}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ ;

Sec. 6: Lots 1, 2, E $\frac{1}{2}$ -Lot 3, S $\frac{1}{2}$ NE $\frac{1}{4}$ , E $\frac{1}{2}$   
SE $\frac{1}{4}$ NW $\frac{1}{4}$ , E $\frac{1}{2}$ E $\frac{1}{2}$ SW $\frac{1}{4}$ , SE $\frac{1}{4}$ .

[SEAL]

WALTER E. BECK,  
*Manager, Land Office,  
Sacramento.*

[F.R. Doc. 62-7868; Filed, Aug. 7, 1962;  
8:47 a.m.]

## DEPARTMENT OF COMMERCE

### Office of the Secretary

#### WALLACE H. ADAMSON

#### Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken

place in my financial interests as reported in the FEDERAL REGISTER during the past six months.

A. Deletions: None.  
B. Additions: None.

This statement is made as of July 30, 1962.

WALLACE H. ADAMSON.

JULY 30, 1962.

[F.R. Doc. 62-7879; Filed, Aug. 7, 1962;  
8:48 a.m.]

## ATOMIC ENERGY COMMISSION

[Docket No. 50-201]

### NUCLEAR FUEL SERVICES, INC.

#### Notice of Application for Construction Permit and Utilization Facility License

Please take notice that Nuclear Fuel Services, Inc., 101 North Charles Street, Baltimore 3, Maryland, under section 104(b) of the Atomic Energy Act of 1954, as amended, has submitted an application for a permit to construct and a license to operate a nuclear fuel chemical processing plant which would consist of a process building, a waste tank farm, a waste burial ground, a temporary waste storage lagoon and a warehouse. The 500 acre site chosen by Nuclear Fuel Services, Inc., is within the 3,331 acre site of the Western New York Nuclear Service Center located near Ashford, Cattaraugus County, New York.

A copy of the application is available for public inspection in the AEC Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 1st day of August 1962.

For the Atomic Energy Commission.

EBER R. PRICE,  
*Assistant Director, Division  
of Licensing and Regulation.*

[F.R. Doc. 62-7857; Filed, Aug. 7, 1962;  
8:45 a.m.]

[Docket No. 50-150]

## OHIO STATE UNIVERSITY

#### Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 3, set forth below, to Facility License No. R-75. The license authorizes The Ohio State University (the licensee) to operate its pool-type nuclear reactor (the reactor) located on its campus in Columbus, Ohio. The amendment authorizes the licensee to incorporate into the reactor and the procedures for its operation the modifications described in the licensee's application for license amendment

dated December 27, 1961 and the supplement thereto dated May 1, 1962.

The Commission has found that:

(1) Operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security;

(2) The application for amendment complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter 1, CFR;

(3) Prior public notice of proposed issuance of this amendment is not necessary in the public interest since operation of the reactor in accordance with the license, as amended, will not present any substantial change in the hazards to the health and safety of the public from those considered and evaluated in connection with the previously approved operation.

Within fifteen days from the date of publication of this notice in the FEDERAL REGISTER, the licensee may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice (10 CFR Part 2). If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment see (1) the hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Licensing and Regulation and (2) the licensee's application for license amendment dated December 27, 1961, and the supplement thereto dated May 1, 1962, all of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (1) above may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C., Attention: Director, Division of Licensing and Regulation.

Dated at Germantown, Md., this 31st day of July 1962.

For the Atomic Energy Commission.

EDSON G. CASE,  
*Assistant Director, Facilities Li-  
censing, Division of Licensing  
and Regulation.*

[License No. R-75, Amdt. No. 3]

License No. R-75, as amended, which authorizes The Ohio State University (the licensee) to operate its pool-type nuclear reactor (the reactor) located on the licensee's campus in Columbus, Ohio, is hereby further amended to authorize the modifications in the reactor and in the procedures for its operation described in the licensee's applica-

tion for license amendment dated December 27, 1961 and the supplement thereto dated May 1, 1962.

The reactor shall be operated in accordance with the terms and conditions contained in License No. R-75, as amended, the licensee's application for license amendment dated December 27, 1961, and the supplement thereto dated May 1, 1962.

This amendment is effective as of the date of issuance.

Date of issuance: July 31, 1962.

For the Atomic Energy Commission,

EDSON G. CASE,  
Assistant Director, Facilities Licensing,  
Division of Licensing and  
Regulation.

[F.R. Doc. 62-7858; Filed, Aug. 7, 1962;  
8:45 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 14678-14683; FCC 62M-1070]

### DENISON BROADCASTING CO. (KDSN) ET AL.

#### Order Continuing Hearing

In re applications of The Denison Broadcasting Company (KDSN), Denison, Iowa, Docket No. 14678, File No. BP-14189; Norton Broadcasting, Inc., Norton, Kansas, Docket No. 14679, File No. BP-14239; David N. Osborne, Lincoln, Nebraska, Docket No. 14680, File No. BP-14764; H & M Broadcasting Co., Lincoln, Nebraska, Docket No. 14681, File No. BP-14983; Modern Air Communicative Electronics, Inc., Lincoln, Nebraska, Docket No. 14682, File No. BP-15075; Merlin J. Meythaler, Merton J. Gonstead, Rex N. Eyler and James B. Goetz, d/b as Lancaster County Broadcasting Company, Lincoln, Nebraska, Docket No. 14683, File No. BP-15083; for construction permits.

The Hearing Examiner having under consideration the desirability of a change of date for commencement of hearing;

It appearing that at a prehearing conference held on this date a schedule was agreed upon by all parties and the Hearing Examiner to meet their several requirements and that it would not be feasible to commence the hearing on the currently scheduled date of September 13;

*It is ordered*, This 26th day of July 1962, that the date for commencement of hearing is changed from September 13 to October 11, 1962.

Released: August 3, 1962.

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

[F.R. Doc. 62-7890; Filed, Aug. 7, 1962;  
8:50 a.m.]

[Docket Nos. 14739, 14740; FCC 62M-1108]

### EDINA CORP. AND TEDESCO, INC.

#### Order Scheduling Hearing

In re applications of Edina Corp., Edina, Minnesota, Docket No. 14739,

File No. BP-14018; Tedesco, Inc., Bloomington, Minnesota, Docket No. 14740, File No. BP-15272; for construction permits.

*It is ordered*, This 1st day of August 1962, that Chester F. Naumowicz, Jr., will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 24, 1962, in Washington, D.C.; and *it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Friday, September 21, 1962.

Released: August 2, 1962.

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

[F.R. Doc. 62-7891; Filed, Aug. 7, 1962;  
8:50 a.m.]

[Docket Nos. 14736, 14737; FCC 62M-1106]

### FIVE CITIES BROADCASTING CO., INC., AND DOUGLAS COUNTY BROADCASTING CO.

#### Order Scheduling Hearing

In re applications of Five Cities Broadcasting Co., Inc., Austell, Georgia, Docket No. 14736, File No. BP-14410; Bolling Branham tr/as Douglas County Broadcasting Company, Douglasville, Georgia, Docket No. 14737, File No. BP-14731; for construction permits.

*It is ordered*, This 1st day of August 1962, that Basil P. Cooper will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 18, 1962; in Washington, D.C.; and *it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Tuesday, September 18, 1962.

Released: August 2, 1962.

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

[F.R. Doc. 62-7892; Filed, Aug. 7, 1962;  
8:50 a.m.]

[Docket No. 14733; FCC 62M-1103]

### HUDSON VALLEY BROADCASTING CORP. (WEOK)

#### Order Scheduling Hearing

In re application of Hudson Valley Broadcasting Corporation (WEOK), Poughkeepsie, New York, Docket No. 14733, File No. BP-14590; for construction permit.

*It is ordered*, This 1st day of August 1962, that Walther G. Guenther will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 16, 1962, in Washington, D.C.; and *it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding

officer at 9:00 a.m., Thursday, September 20, 1962.

Released: August 2, 1962.

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

[F.R. Doc. 62-7893; Filed, Aug. 7, 1962;  
8:50 a.m.]

[Docket No. 14730; FCC 62M-1100]

### KIMBLE COMMUNICATIONS

#### Order Scheduling Hearing

In re applications of W. A. Henley, d/b as Kimble Communications, Docket No. 14730, File Nos. 2397/2398-C1-p-62; for construction permits to establish stations in the Point-to-Point Microwave Radio Service near Kerrville, and at Midway, Texas.

*It is ordered*, This 1st day of August 1962, that Chester F. Naumowicz, Jr., will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 19, 1962, in Washington, D.C.

Released: August 2, 1962.

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

[F.R. Doc. 62-7894; Filed, Aug. 7, 1962;  
8:50 a.m.]

[Docket No. 13085 etc.; FCC 62-898]

### NATIONAL BROADCASTING CO., INC., ET AL.

#### Order Scheduling Hearing

In re applications of:  
I. (a) National Broadcasting Company, Inc., Philadelphia, Pennsylvania, Docket No. 13085, File Nos. BR-562, BRCT-4, for renewal of licenses of stations WRCV, WRCV-TV, KA-4465, KA-7914, KC-8393 and KGC-93 for the period 1957-60; (b) National Broadcasting Company, Inc., Docket No. 14091, File No. BR-562, Docket No. 14092, File No. BRCT-4, for renewal of licenses of stations WRCV and WRCV-TV, (Channel 3), Philadelphia, Pennsylvania (including TV auxiliary stations KA-4465, KA-7914, KC-8393, KGC-93; and AM and TV auxiliary stations KE-2020 and KGG-593); (c) Philco Broadcasting Company, Docket No. 14054, File No. BPCT-2774, for a permit to construct a new television station on Channel 3, Philadelphia, Pennsylvania; and (d) National Broadcasting Company, Inc., Assignor, and RKO General, Inc., Assignee, Docket Nos. 14055, File No. BAL-3911, and 14056, File No. BALCT-122, for consent to assign the licenses of stations WRCV and WRCV-TV, Philadelphia, Pennsylvania (including TV auxiliary stations KA-4465, KA-7914, KC-8393, KGC-93; and AM and TV auxiliary stations KE-2020 and KGG-593).

II. (a) RKO General, Inc., Docket No. 14057, File No. BR-953, for renewal of license of station WNAC, Boston, Massachusetts (including AM auxiliary stations

KA-5617 and KCB-87); (b) RKO General, Inc., Assignor, and National Broadcasting Company, Inc., Assignee, Docket Nos. 14058, File No. BAL-3912; 14059, File No. BALH-423; 14060, File No. BASCA-47; and 14061, File No. BALCT-123; for consent to assign the licenses of stations WNAC, WRKO-FM and SCA, WNAC-TV, Boston, Massachusetts (including AM auxiliary stations KA-5617, KCB-87; and TV auxiliary station KA-4866).

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 3d day of August 1962;

The Commission having under consideration the matter of designating a presiding officer to serve in the above-entitled proceeding;

*It is ordered*, That James D. Cunningham will serve as presiding officer in the above-entitled proceeding which is hereby scheduled to commence on October 22, 1962, in Washington, D.C.; *And it is further ordered*, That prehearing conferences in the proceeding will be convened by the presiding officer commencing at 10:00 a.m., Monday, September 10, 1962, in Washington, D.C.

Released: August 3, 1962.

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

[F.R. Doc. 62-7895; Filed, Aug. 7, 1962; 8:50 a.m.]

[Docket No. 14735; FCC 62M-1105]

**MANCHESTER BROADCASTING CO.  
(WMSR)**

**Order Scheduling Hearing**

In re application of Murray Chumley tr/as Manchester Broadcasting Company (WMSR), Manchester, Tennessee, Docket No. 14735, File No. BP-14659; for construction permit.

*It is ordered*, This 1st day of August 1962, that Charles J. Frederick will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 12, 1962, in Washington, D.C.; *And, it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Monday, September 17, 1962.

Released: August 2, 1962.

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

[F.R. Doc. 62-7896; Filed, Aug. 7, 1962; 8:51 a.m.]

[Docket No. 14742; FCC 62M-1110]

**MARLIN T. OBIE AND HENRY G.  
TWETEN**

**Order Scheduling Hearing**

In re application of Marlin T. Obie and Henry G. Tweten, Mayville, North

Dakota, Docket No. 14742, File No. BP-14248; for construction permit.

*It is ordered*, This 1st day of August 1962, that Elizabeth C. Smith will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 16, 1962, in Washington, D.C.; *And it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Friday, September 14, 1962.

Released: August 2, 1962.

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

[F.R. Doc. 62-7897; Filed, Aug. 7, 1962; 8:51 a.m.]

[Docket Nos. 14125-14127; FCC 62M-1098]

**MASSILLON BROADCASTING CO.,  
INC., ET AL.**

**Order After Prehearing Conference**

In re applications of: Massillon Broadcasting Company, Inc., Norwood, Ohio, Docket No. 14125, File No. BP-13633; Covington Broadcasting Company, Covington, Kentucky, Docket No. 14126, File No. BP-14552; Irving Schwartz, tr/as Kenton County Broadcasters, Covington, Kentucky, Docket No. 14127, File No. BP-14613; for construction permits.

The Hearing Examiner having under consideration proceedings during the prehearing conference in the above-entitled matter held July 31, 1962 and the need for a formal order recording the following dates on which the parties have unanimously agreed, and which are approved by the Hearing Examiner;

*It is ordered*, This 1st day of August 1962, that direct written presentations shall be exchanged among counsel, with three copies of each exhibit to be provided counsel for the private parties, two for the Bureau Counsel, and one to the Hearing Examiner, not later than October 1, 1962; that presentations in rebuttal shall be exchanged similarly not later than November 1, 1962; that notices to take depositions, if any, shall be on file not later than October 15, 1962, such depositions to be taken not later than October 22 and the deponents given at least a week's advance notice; that the designations of witnesses to be produced and made available for cross-examination shall be by letter of counsel postmarked not later than November 6; and that the further hearing pursuant to the Commission's order of remand shall commence on Tuesday, November 13, 1962 at 10 a.m., at the Commission's offices, Washington, D.C.;

*It is ordered further*, That in respect to the other matters on which the parties have agreed, or on which the Hearing Examiner has ruled, and all other details not specifically set forth herein, the transcript of the July 31, 1962 prehearing conference is hereby incorporated by reference herein with the same

force and effect as if it were quoted verbatim.

Released: August 2, 1962.

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

[F.R. Doc. 62-7898; Filed, Aug. 7, 1962; 8:51 a.m.]

[Docket No. 14741; FCC 62M-1109]

**NEW MADRID COUNTY BROADCASTING CO. (KMIS)**

**Order Scheduling Hearing**

In re application of J. Shelby McCallum, Smith J. Dunn and Jewel P. White, d/b as New Madrid County Broadcasting Company (KMIS), Portageville, Missouri, Docket No. 14741, File No. BP-14758; for construction permit.

*It is ordered*, This 1st day of August 1962, that H. Gifford Irion will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 19, 1962, in Washington, D.C.; *And it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Friday, September 21, 1962.

Released: August 2, 1962.

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

[F.R. Doc. 62-7899; Filed, Aug. 7, 1962; 8:51 a.m.]

[Docket No. 14731; FCC 62M-1101]

**RUSSELL'S TAXI**

**Order Scheduling Hearing**

In re application of Isaac J. Russell d/b as Russell's Taxi, 19 North Street, Calais, Maine, Docket No. 14731, File No. 00993-LC-62; for authorization in the Citizens Radio Service to operate a Class D radio station.

*It is ordered*, This 1st day of August 1962, that Isadore A. Honig will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 18, 1962, in Washington, D.C.

Released: August 2, 1962.

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

[F.R. Doc. 62-7900; Filed, Aug. 7, 1962; 8:51 a.m.]

[Docket No. 14728; FCC 62M-1099]

**ROBERT W. SELTZER**

**Order Scheduling Hearing**

In the matter of the application of Robert W. Seltzer, Docket No. 14728, File No. 2913-C2-P-62; for a construction permit to establish a new station for one-way signaling communications in the

Domestic Public Land Mobile Radio Service at Hartford, Connecticut.

*It is ordered*, This 1st day of August 1962, that Walther G. Guenther will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 4, 1962, in Washington, D.C.

Released: August 2, 1962.

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

[F.R. Doc. 62-7901; Filed, Aug. 7, 1962;  
8:51 a.m.]

[Docket No. 14734; FCC 62M-1104]

### STAR BROADCASTING CORP. (WFLS)

#### Order Scheduling Hearing

In re application of Star Broadcasting Corporation (WFLS), Fredericksburg, Virginia, Docket No. 14734, File No. BP-14752; for construction permit.

*It is ordered*, This 1st day of August 1962, that Thomas H. Donahue will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 16, 1962, in Washington, D.C.; *And it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Friday, September 14, 1962.

Released: August 2, 1962.

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

[F.R. Doc. 62-7902; Filed, Aug. 7, 1962;  
8:51 a.m.]

[Docket No. 14732; FCC 62M-1102]

### WGII, INC. (WGII)

#### Order Scheduling Hearing

In re application of WGII, Inc. (WGII), Babylon, New York, Docket No. 14732, File No. BP-14196; for construction permit.

*It is ordered*, This 1st day of August 1962, that David I. Kraushaar will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 31, 1962, in Washington, D.C.; *And it is further ordered*, That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Tuesday, September 18, 1962.

Released: August 2, 1962.

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

[F.R. Doc. 62-7903; Filed, Aug. 7, 1962;  
8:51 a.m.]

[Docket Nos. 14603, 14604; FCC 62M-1112]

### WKLM-TV, INC., AND CAPE FEAR TELECASTING, INC.

#### Order Approving Stipulations and Extending Procedural Dates

In re applications of WKLM-TV, Inc., Wilmington, North Carolina, Docket No. 14603, File No. BPCT-2905; Cape Fear Telecasting, Inc., Wilmington, North Carolina, Docket No. 14604, File No. BPCT-2938; for construction permits for new television broadcast stations (Channel 3).

On July 25, 1962, the applicants in the above-captioned proceeding submitted a joint document entitled "Proposed Stipulations" containing a considerable number of stipulations relating to both substantive and procedural matters on which they have reached agreement. The proposed stipulations have obviously been filed well in advance of the evidentiary hearing for the purpose of affording the Examiner ample time to review them and to determine whether or not he will approve these various items of stipulation. Among the particulars of stipulation are also set forth proposals for extension of certain procedural dates heretofore scheduled, namely, the date for exchange of proposed exhibits of the applicants, the date for notification as to witnesses desired for cross-examination, and the date for commencement of the hearing.

The "Proposed Stipulations" are accompanied by a transmittal letter dated July 25, 1962 and signed by counsel for WKLM-TV, Inc.; this communication asks the Examiner's approval of the requested extensions in procedural dates mentioned above. Implicit in the same communication is a request also for the Examiner's approval of the remaining items of stipulation. Counsel for the Broadcast Bureau has informally notified the Examiner that the Bureau is agreeable to the immediate approval of all the proposed stipulations including the provisions for changes in procedural dates.

At a prehearing conference held on May 25, 1962, the Examiner indicated that he would rule on proffered stipulations at the outset of the hearing. However, in view of the nature of the proposed stipulations which include changes in procedural dates and since the Examiner now finds he can readily approve all of the proposed stipulations which have been submitted, it is concluded that immediate action on the proposed stipulations and issuance of an appropriate order at this time would serve to expedite preparation for the hearing and also facilitate conduct of the hearing itself. In this connection it is found that good cause has been stated in the aforementioned letter of July 25, 1962 for granting extensions in procedural dates as requested.

*Accordingly, it is ordered*, This 2d day of August 1962, That the letter request of July 25, 1962, for approval of the

above-captioned "Proposed Stipulations" is granted, and the proposed stipulations are approved in toto.

*It is further ordered*, Pursuant to the above action of the Examiner, as follows:

(1) The date for exchange of the proposed exhibits of the applicant is extended from August 27 to September 24, 1962;

(2) The date for the notification as to witnesses desired for cross-examination is extended from September 10 to October 1, 1962; and,

(3) The date for commencement of the hearing is extended from September 17 to October 8, 1962 at 10:00 a.m., in the offices of the Commission at Washington, D.C.

Released: August 2, 1962.

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

[F.R. Doc. 62-7904; Filed, Aug. 7, 1962;  
8:52 a.m.]

[Docket Nos. 14603, 14604; FCC 62R-2]

### WKLM-TV, INC., AND CAPE FEAR TELECASTING, INC.

#### Order Amending Issues

In re applications of: WKLM-TV, INC., Wilmington, North Carolina, Docket No. 14603, File No. BPCT-2905; Cape Fear Telecasting, Inc., Wilmington, North Carolina, Docket No. 14604, File No. BPCT-2938; for construction permits for new television broadcast stations.

The Review Board having under consideration a request to delete issue No. 2 in the above-captioned proceeding;<sup>1</sup>

It appearing, that the following issue was designated by Order, published April 20, 1962 (27 F.R. 3823):

2. To determine whether there is a reasonable possibility that the tower height and location proposed by WKLM-TV, Inc., would constitute a menace to air navigation.

It further appearing, that subsequent to the publication of the cited Order the Commission's Antenna Survey Branch has cleared WKLM-TV's proposal to utilize an existing AM tower with no increase in height;

It further appearing, that good cause has been shown for the late filing of the instant petition in that not until the May 25, 1962 prehearing conference was the petitioner informed by the Broadcast Bureau that the designation of the quoted issue was inadvertent;

It further appearing, that no opposition to the petition has been filed;

*It is ordered*, This 2d day of August 1962, That the motion to delete issue

<sup>1</sup>The following pleadings are before the Review Board: (1) A motion to delete issue No. 2, filed June 4, 1962, by WKLM-TV, Inc., and (2) a statement in support of the motion, filed June 6, 1962, by the Broadcast Bureau.



No. 2, filed June 4, 1962 by WKLM-TV, Inc., is granted;

*It is further ordered,* That present issue No. 2 is deleted from Commission Order, published April 20, 1962 (27 F.R. 3823).

Released: August 3, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
*Acting Secretary.*

[F.R. Doc. 62-7905; Filed, Aug. 7, 1962;  
8:52 a.m.]

[Docket No. 14738; FCC 62M-1107]

**WRIGHT & MALTZ, INC. (WBRB)**

**Order Scheduling Hearing**

In re application of Wright and Maltz, Inc. (WBRB), Mt. Clemens, Michigan, Docket No. 14738, File No. BP-14561; for construction permit.

*It is ordered,* This 1st day of August 1962, that Millard F. French will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on October 19, 1962, in Washington, D.C.; *And it is further ordered,* That a prehearing conference in the proceeding will be convened by the presiding officer at 9:00 a.m., Wednesday, September 19, 1962.

Released: August 2, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
*Acting Secretary.*

[F.R. Doc. 62-7906; Filed, Aug. 7, 1962;  
8:52 a.m.]

[Docket Nos. 14537-14545; FCC 62M-1097]

**W.W.I.Z., INC., ET AL.**

**Order Scheduling Hearing**

In re applications of W.W.I.Z., Inc., Lorain, Ohio, Docket No. 14537, File No. BR-3707; et al., Docket Nos. 14538, 14539, 14540, 14541, 14542, 14543, 14544, 14545, for renewal of license of station WWIZ, Lorain, Ohio, etc.

Pursuant to the discussions and agreements had in the course of a hearing conference on July 31, 1962;

*It is ordered,* This 1st day of August 1962, that the hearings in this proceeding shall resume on September 10, 1962, at 10:00 a.m. in the offices of the Commission at Washington, D.C.

Released: August 2, 1962.

FEDERAL COMMUNICATIONS  
COMMISSION,

[SEAL] BEN F. WAPLE,  
*Acting Secretary.*

[F.R. Doc. 62-7907; Filed, Aug. 7, 1962;  
8:52 a.m.]

**SECURITIES AND EXCHANGE  
COMMISSION**

[File No. 1-4579]

**AUTOMATED PROCEDURES CORP.**

**Order Summarily Suspending Trading**

AUGUST 2, 1962.

The Class A stock, par value 5 cents per share, of Automated Procedures Corp., being listed and registered on The National Stock Exchange, a national securities exchange; and

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

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

*It is ordered,* Pursuant to section 19 (a) (4) of the Securities Exchange Act of 1934 that trading in said security on The National Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, August 3, 1962, to August 12, 1962, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,  
*Secretary.*

[F.R. Doc. 62-7870; Filed, Aug. 7, 1962;  
8:47 a.m.]

[File No. 7-2238]

**HOOKER CHEMICAL CORP.**

**Notice of Application for Unlisted  
Trading Privileges and of Oppor-  
tunity for Hearing**

AUGUST 2, 1962.

The Detroit Stock Exchange, a national securities exchange, has filed an application with the Securities and Exchange Commission pursuant to section 12(f) (2) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the following company, which security is listed and registered on one or more other national securities exchanges: Hooker Chemical Corporation, File 7-2238.

Upon receipt of a request, on or before August 17, 1962 from any interested per-

son, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

By the Commission.

[SEAL] ORVAL L. DUBOIS,  
*Secretary.*

[F.R. Doc. 62-7869; Filed, Aug. 7, 1962;  
8:47 a.m.]

[File No. 1-4597]

**INDUSTRIAL ENTERPRISES, INC.**

**Order Summarily Suspending Trading**

AUGUST 2, 1962.

The Common assessable stock, \$1.00 par value, of Industrial Enterprises, Inc., being listed and registered on the San Francisco Mining Exchange, a national securities exchange; and

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

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

*It is ordered,* Pursuant to section 19 (a) (4) of the Securities Exchange Act of 1934 that trading in said security on the San Francisco Mining Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, August 3, 1962, to August 12, 1962, both dates inclusive.

By the Commission:

[SEAL] ORVAL L. DUBOIS,  
*Secretary.*

[F.R. Doc. 62-7871; Filed, Aug. 7, 1962;  
8:47 a.m.]

## INTERSTATE COMMERCE COMMISSION

[Notice 222]

### MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

AUGUST 3, 1962.

The following letter-notices of proposals to operate over deviation routes for operating convenience only with service at no intermediate points have been filed with the Interstate Commerce Commission, under the Commission's deviation rules revised, 1957 (49 CFR 211.1 (c) (8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d) (4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's deviation rules revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

#### MOTOR CARRIERS OF PROPERTY

No. MC 30504 (Deviation No. 4), TUCKER FREIGHT LINES, INC., 1415 South Oliver Street, South Bend, Ind., filed November 22, 1961. Attorney Ferdinand Born, 1017 Chamber of Commerce Building, Indianapolis, Ind. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (a) From the junction of U.S. Highways 127 and 112 (now U.S. Highway 12), over U.S. Highway 127 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Indiana Highway 15, thence over Indiana Highway 15 to junction Indiana Toll Road, thence over the Indiana Toll Road to Elkhart, Ind., and (b) from the junction of U.S. Highways 27 and 112, at Coldwater, Mich., over U.S. Highway 27 to junction Indiana Toll Road, thence over the Indiana Toll Road to Elkhart, Ind., and return over the same routes, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From the junction of U.S. Highways 112 and 127, over U.S. Highway 112 to junction Michigan Highway 205, thence over Michigan Highway 205 to the Michigan-Indiana State line, and return over the same route.

By the Commission.

[SEAL]

HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 62-7880; Filed, Aug. 7, 1962;  
8:48 a.m.]

## NOTICES

[Notice 674]

### MOTOR CARRIER TRANSFER PROCEEDINGS

AUGUST 3, 1962.

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 65207. By order of July 31, 1962, the Transfer Board approved the transfer to Koubenec Motor Service, Inc., Batavia, Ill., of Certificates in Nos. MC 117730 Sub 1 and MC 117730 Sub 2, issued May 27, 1959 and April 21, 1961, respectively, to Marie Koubenec, doing business as R. Koubenec Motor Service, Batavia, Ill., authorizing the transportation of: Clay, and clay products (except face brick and tile), sand, slag, dirt, and fill, in bulk, between points in Illinois, on the one hand, and, on the other, points in Lake and Porter Counties, Ind.; and sand, in bulk (except when moving from or to glass manufacturing plants), from points in LaPorte County, Ind., to points in Illinois. Carl L. Steiner, c/o Axelrod, Goodman & Steiner, 39 South La Salle Street, Chicago 3, Ill., attorney for applicants.

No. MC-FC 65213. By order of July 31, 1962, the Transfer Board approved the transfer to Western Lines, Inc., Houston, Tex., of the operating rights in Certificate No. MC 119908, issued March 8, 1961, to Orbit Transportation Company, Incorporated, Houston, Texas, authorizing the transportation, over irregular routes, steel articles and such materials as are used or useful on highway construction projects (except cement, rock, sand, and gravel), over irregular routes, from Houston, Tex., to points in Arkansas, Louisiana, and Oklahoma within 400 miles of Houston, Tex. Donald O. Baker, 1535 Esperson Building, Houston 2, Tex., applicants' Attorney.

No. MC-FC 65224. By order of July 31, 1962, the Transfer Board approved the transfer to George Eugene Rosensteel doing business as Rosensteel Bus Service, Emmitsburg, Md., of Certificate No. MC 111094 issued September 12, 1961, to George F. Rosensteel, doing business as Rosensteel Bus Service, Emmitsburg, Md., authorizing the transportation of passengers and their baggage, over regular routes between Fairfield, Pa., and Orrtanna, Pa., serving all intermediate points. Francis J. Ortman, 1366 National Press Building, Washington 4, D.C., attorney for applicants.

No. MC-FC 65229. By order of July 31, 1962, the Transfer Board approved

the transfer to Binghamton Short Lines, Corp., Binghamton, N.Y., of Certificate No. MC 123599 issued September 6, 1961, to Henry H. Heitner, Bayside 64, N.Y., authorizing the transportation of passengers and their baggage, express, and newspapers in the same vehicle with passengers, in seasonal operations from July 1 through August 31 of each year, over regular routes, between Honesdale, Pa., and Hancock, N.Y., serving all intermediate points; between Rileyville, Pa., and Hancock, N.Y., serving all intermediate points; and between Lakewood, Pa., and East Ararat, Pa., serving all intermediate points. Harry H. Frank, Commerce Building, Harrisburg, Pa., attorney for applicants.

[SEAL]

HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 62-7882; Filed, Aug. 7, 1962;  
8:48 a.m.]

[Notice 463]

### MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

AUGUST 3, 1962.

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 of brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and prehearing conferences will be called at 9:30 a.m., 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

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

#### SPECIAL RULES OF PROCEDURES FOR HEARING

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

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

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

statement as numbered appendices thereto.

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

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

No. MC 112822 (Sub-No. 35), filed July 26, 1962. Applicant: EARL BRAY, INC., Linwood and North Streets, P.O. Box 910, Cushing, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer solutions*, in bulk, in tank vehicles, from Lawrence, Kans., and points within 10 miles thereof, to points in Missouri and Iowa, and *damaged and rejected shipments of liquid fertilizer solutions*, on return.

NOTE: Applicant states that through stock ownership it controls Wright Motor Lines, Inc.

HEARING: September 12, 1962, at the Park East Hotel, Kansas City, Mo., before Examiner Alton R. Smith.

By the Commission.

[SEAL] HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 62-7883; Filed, Aug. 7, 1962; 8:49 a.m.]

[Notice 464]

**MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS**

AUGUST 3, 1962.

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 of brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

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

**APPLICATIONS ASSIGNED FOR ORAL HEARING OR PREHEARING CONFERENCE**

**MOTOR CARRIERS OF PROPERTY**

No. MC 403 (Sub-No. 1), filed April 16, 1962. Applicant: LEE LOYD AND SONS TRUCK COMPANY, a corporation, 825 South Second Street, Greenville, Ill. Applicant's attorney: Thomas Meyer, 4715 West Main Street, Belleville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and except livestock, Classes A and B explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movements"), commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other

lading), serving Hookdale, Tamalco, Keyesport, Old Ripley and Alhambra, Ill., as off-route points in connection with applicant's regular-route authority between Mulberry Grove, Ill. and St. Louis, Mo.

HEARING: October 12, 1962, at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Joint Board No. 149.

No. MC 531 (Sub-No. 121), filed May 21, 1962. Applicant: YOUNGER BROTHERS, INC., 4904 Griggs Road, Houston 21, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphur*, in bulk, (1) from points in Wyoming, to points in Colorado, and (2) as part of interstate movements, from railhead points in Colorado, to points in Colorado, and *rejected shipments of sulphur*, in connection with routes (1) and (2) above, on return.

HEARING: October 22, 1962, at the New Customs House, Denver, Colo., before Joint Board No. 50.

No. MC 730 (Sub-No. 211), filed June 25, 1962. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, P.O. Box 958, Oakland, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Molten sulphur*, in bulk, in tank vehicles, from Grand Junction, Colo., and points within 5 miles thereof, to Uravan, Colo., and points within 5 miles thereof, restricted to traffic having an immediately prior movement by rail in interstate commerce.

HEARING: October 26, 1962, at the New Customs House, Denver, Colo., before Joint Board No. 126.

No. MC 1074 (Sub-No. 8), filed July 20, 1962. Applicant: ALLEGHENY FREIGHT LINES, INCORPORATED, P.O. Box 601, Winchester, Va. Applicant's attorney: Francis W. McInerney, 1000 16th Street 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, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Winchester, Va., and Frederick, Md., from Winchester over U.S. Highway 340 to Frederick and return over the same route serving no intermediate points, as an alternate route for operating convenience only, and (2) between Inwood, W. Va., and Frederick, Md., from Inwood over West Virginia Highway 51 to Charles Town, W. Va., thence over U.S. Highway 340 to Frederick, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only.

HEARING: October 16, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Joint Board No. 63.

No. MC 2202 (Sub-No. 233), filed June 11, 1962. Applicant: ROADWAY EXPRESS, INC., 147 Park Street, Akron, Ohio. Applicant's attorney: William O.

Turney, 2001 Massachusetts Avenue 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, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Springfield, Ill., and Indianapolis, Ind., as follows: From Springfield over U.S. Highway 36 to Indianapolis, and return over the same route, serving Decatur, Ill., as an intermediate point, but with no service at any other intermediate point.

NOTE: Applicant states that it owns, operates and controls M. & R. Transportation Co. Inc.

HEARING: October 9, 1962, at the Midland Hotel, Chicago, Ill., before Joint Board No. 21.

No. MC 2202 (Sub-No. 234), filed June 20, 1962. Applicant: ROADWAY EXPRESS, INC., 147 Park Street, Akron, Ohio. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue 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, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Knoxville, Tenn., and Nashville, Tenn., from Knoxville over U.S. Highway 70 to junction with U.S. Highway 70S, thence over U.S. Highway 70S to junction with Tennessee Highway 26, thence over Tennessee Highway 26 to junction with U.S. Highway 70N to Nashville, and return over the same route with no service at any intermediate point, as an alternate route for operating convenience only.

HEARING: September 25, 1962, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 107, or, if the Joint Board waives its right to participate, before Examiner Louis G. Lavecchia.

No. MC 2350 (Sub-No. 4), filed July 20, 1962. Applicant: MARIE MORRIS, doing business as VANDALIA TRANSFER CO., U.S. Route 51, Vandalia, Ill. Applicant's representative: R. W. Burgess, 1507 Papin Street, St. Louis 3, 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, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between St. Louis, Mo., and its commercial zone, and Champ, Mo.-Industrial Village: (1) from applicant's St. Louis Terminal at 1700 North 11th Street to U.S. Highway 70, thence over U.S. Highway 70 to Champ, Mo.-Industrial Village and return over the same route, serving no intermediate points, and (2) from the western boundary of the St. Louis commercial zone to the junction of bypass 66 and U.S. Highway 70, thence over U.S. Highway 70 to Champ, Mo.-Industrial Village, and re-

turn over the same route, serving no intermediate points.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 135.

No. MC 2484 (Sub-No. 38), filed February 23, 1962. Applicant: E. & L. TRANSPORT COMPANY, a corporation, 14201 Prospect, Dearborn, Mich. Applicant's attorney: George S. Dixon, Guardian Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New automobiles, new trucks, and new chassis*, in initial movements, in truckaway service, from the site of the Ford Motor Company assembly plant located in Cook County, Ill., to points in Michigan.

**NOTE:** Applicant states it is in 100 percent stock control of E. & L. Transport Co. of Kentucky.

**HEARING:** September 27, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James Anton.

No. MC 3009 (Sub-No. 45), filed July 19, 1962. Applicant: WEST BROTHERS, INC., 706 East Pine Street, Hattiesburg, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except uncrated household goods or uncrated office furnishings), serving the site of the National Aeronautics and Space Administration Centralized Testing Site, and the easements thereto, located in Hancock County, Miss. and St. Tammany Parish, La., near Santa Rosa and Gainesville, Miss., as off-route points in connection with applicant's regular-route operations between Gulfport, Miss. and New Orleans, La., between Hattiesburg, Miss., and New Orleans, La. and between Poplarville, Miss., and Bay St. Louis, Miss.

**HEARING:** September 27, 1962, at the Robert E. Lee Hotel, Jackson, Miss., before Joint Board No. 28.

No. MC 17481 (Sub-No. 22), filed June 21, 1962. Applicant: MOORE MOTOR FREIGHT LINES, INC., 1947 West County Road "C", St. Paul 13, Minn. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sugar* (except in bulk in hopper type vehicles), from Mason City, Iowa to points in that part of Illinois on and north of U.S. Highway 36.

**NOTE:** Applicant states that it is a wholly owned subsidiary of Indianhead Truck Line, Inc.

**HEARING:** October 10, 1962, at the Midland Hotel, Chicago, Ill., before Joint Board No. 54.

No. MC 21006 (Sub-No. 9), filed July 5, 1962. Applicant: JOSEPH S. TRIGLIA, 1 West Elizabeth Street, Delmar, Del. Applicant's attorney: M. Bruce Morgan, 804 Warner Building, 501 13th Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wooden agricultural commodity containers*, from points in Wicomico County, Md., and Nanse-

mond County, Va., to points in Dade, Broward, Hardee, Hillsborough, Lee, Collier, and Alachua Counties, Fla.

**HEARING:** September 14, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Walter R. Lee.

No. MC 21455 (Sub-No. 8), filed April 2, 1962. Applicant: GENE MITCHELL, 1106 Division Street, West Liberty, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages* from Milwaukee, Wis., to Muscatine, Iowa, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities involved in this application, on return.

**HEARING:** October 30, 1962, in Room 401, at the Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Joint Board No. 111.

No. MC 22254 (Sub-No. 35), filed April 24, 1962. Applicant: TRANS-AMERICAN VAN SERVICE, INC., 7540 South Western Avenue, Chicago, Ill. Applicant's attorney: John C. Bradley, Suite 618, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pianos*, uncrated, between Oregon, Ill., on the one hand, and, on the other, points in the United States (except Hawaii).

**NOTE:** Applicant states it already possesses authority to transport pianos, uncrated, (a) between Oregon, Ill., on the one hand, and, on the other, points in Georgia and Michigan, and (b) by tacking through Chicago, Ill., some 93 highway miles distant and/or Grand Haven, Mich., may deliver pianos originating at Oregon to any point in the continental United States. Duplicate authority is not sought.

**HEARING:** October 17, 1962, at The Palmer House, Chicago, Ill., before Examiner James Anton.

No. MC 25798 (Sub-No. 76), filed July 12, 1962. Applicant: CLAY HYDER TRUCKING LINES, INC., P.O. Box 1075, Dade City, Fla. Applicant's attorney: Thomas F. Kilroy, 1815 H Street NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, from points in Ohio (except points in Auglaize, Darke, and Mercer Counties), to points in Alabama, Florida, Georgia, Louisiana, Tennessee, and Mississippi.

**HEARING:** October 10, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James A. McKiel.

No. MC 28838 (Sub-No. 5), filed May 21, 1962. Applicant: NORTH EASTERN MOTOR FREIGHT, INC., 5231 Monroe Street, Denver, Colo., Applicant's attorney: John P. Thompson, 220 Denver Club Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, and livestock, Classes A and B explosives, household goods as defined by the Com-

mission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), (1) between Sterling, Colo., and Sidney, Nebr., from Sterling, over U.S. Highway 138, to junction Colorado Highway 113, thence over Colorado Highway 113, and Nebraska Highway 19, to Sidney, and return over the same route, serving all intermediate points, and (2) between points in Morgan, Logan, and Sedgwick Counties, Colo., and the oil and gas fields situated in northeastern Colorado, known as the Adena and Little Beaver Fields (situated in Washington and Adams Counties, and the Yenter Field (situated in Logan and Morgan Counties), all for the service only as off-route points in conjunction with applicant's presently authorized regular route operations.

**NOTE:** Applicant states that the proposed service in (1) above, is to be restricted against traffic moving to or from points west of Pine Bluffs, Wyo., points east of Chappell, Nebr., and points north of Dalton and Harrisburg, Nebr.

**HEARING:** October 25, 1962, at the New Customs House, Denver, Colo., before Joint Board No. 198.

No. MC 29988 (Sub-No. 84), filed February 28, 1962. Applicant: DENVER CHICAGO TRUCKING COMPANY, INC., 45th Avenue at Jackson Street, Denver, Colo. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Meat and packinghouse products*, serving Lexington, Nebr., as an off-route point in connection with applicant's regular-route operations between Denver, Colo. and Chicago, Ill.

**HEARING:** October 22, 1962, at the Nebraska State Railway Commission, Capitol Building, Lincoln, Nebr., before Joint Board No. 93.

No. MC 30451 (Sub-No. 21), filed April 23, 1962. Applicant: THE LUPER TRANSPORTATION COMPANY, a corporation, 350 East 21st Street, Wichita, Kans. Applicant's attorney: James F. Miller, 500 Board of Trade, 10th and Wyandotte, Kansas City 5, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, packinghouse products and articles distributed by meat packinghouses*, as described in sections (a), (b), and (c) of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, between Arkansas City, Kans., and points in Arkansas.

**HEARING:** October 17, 1962, at the Hotel Pick-Kansas, Topeka, Kans., before Joint Board No. 154.

No. MC 38541 (Sub-No. 16), filed July 16, 1962. Applicant: WHITE MOTOR EXPRESS, INCORPORATED, 321 Benedict Street, P.O. Box 769, Nashville 6, Tenn. Applicant's attorney: Richard D. Gleaves, 3510 Hampton Avenue, Nashville 12, Tenn. Authority sought to operate as a *common carrier*, by motor

vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between Nashville, Tenn. and Lancaster, Tenn.; (1) from Nashville over Tennessee Highway 24 (U.S. Highway 70-N), to South Cartage, Tenn., thence over Tennessee Highway 53 to Gordonsville, Tenn., thence over Tennessee Highway 141 to Lancaster, and (2) from Lebanon, Tenn., over Tennessee Highway 141 to Gordonsville, Tenn., and return over the same routes, serving all intermediate points except Lebanon, Tenn., and points between Lebanon and Nashville, Tenn.

**HEARING:** September 24, 1962, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Joint Board No. 107, or, if the Joint Board waives its right to participate before Examiner Louis G. LaVecchia.

No. MC 42487 (Sub-No. 552), filed May 21, 1962. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: Ronald E. Poelman, 175 Linfield Drive, Menlo Park, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, other than grain and feed, commodities requiring special equipment, and those injurious or contaminating to other lading) between Minneapolis, Minn. and Casper, Wyo., over an alternate route for operating convenience only, serving no intermediate points, as follows: From Minneapolis over Minnesota Highway 7 to junction with U.S. Highway 59 at or near Montevideo, Minn., thence over U.S. Highway 59 to junction U.S. Highway 212 approximately 4 miles west of Montevideo, thence over U.S. Highway 212 to junction with U.S. Highway 85 at or near Belle Fourche, S. Dak., thence over U.S. Highway 85 to junction with U.S. Highway 14 at or near Spearfish, S. Dak., thence over U.S. Highway 14 to junction with Wyoming Highway 59 at or near Gillette, Wyo., thence over Wyoming Highway 59 to junction Wyoming Highway 387, approximately 36 miles south of Gillette, thence over Wyoming Highway 387 to junction with U.S. Highway 87 at or near Midwest, Wyo., thence over U.S. Highway 87 to Casper, and return over the same route, serving no intermediate points.

**NOTE:** Applicant indicates that it holds authority as a broker under MC-19042, and is affiliated with other common carriers.

**HEARING:** October 11, 1962, at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Joint Board No. 417.

No. MC 44128 (Sub-No. 29), filed April 26, 1962. Applicant: THE TRANSPORT CORPORATION, 126 South Main Street, Blackstone, Va. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washing-

ton 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Materials, supplies and equipment* (except commodities in bulk, in tank vehicles), *used in marketing, packaging, processing and handling of unmanufactured tobacco, and unmanufactured tobacco* when moving on the same vehicle at the same time with the commodities described above, (1) between Ripley, Ohio, Huntington, W. Va., New Albany and Madison, Ind., on the one hand, and, on the other, points in Kentucky, North Carolina, Tennessee and Virginia, and (2) between points in Kentucky on the one hand, and, on the other, points in Tennessee.

**HEARING:** September 19, 1962, at the Kentucky Hotel, Walnut Street at Fifth, Louisville, Kentucky, before Examiner Louis G. Lavecchia.

No. MC 48958 (Sub-No. 60), filed May 28, 1962. Applicant: ILLINOIS-CALIFORNIA EXPRESS, INC., 510 East 51st Avenue, Denver 16, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Compressed gas*, in cylinders, when moving on shipper-owned or U.S. Government-owned trailers, and shipper-owned or U.S. Government-owned trailers with empty gas cylinders mounted thereon, and *empty containers or other such incidental facilities* (not specified), used in transporting the commodity specified above, between Los Alamos, and Albuquerque, N. Mex., from Los Alamos, over New Mexico Highway 4, to junction U.S. Highway 285, at Pojoaque, N. Mex., thence over U.S. Highway 285, to junction U.S. Highway 85 at Santa Fe, N. Mex., thence over U.S. Highway 85, to Albuquerque (or from Santa Fe over U.S. Highway 85 to junction New Mexico Highway 422 approximately three (3) miles north of Algodones, thence over New Mexico Highway 422, to Albuquerque), and return over the same route serving the intermediate point of Santa Fe, N. Mex.

**HEARING:** October 29, 1962 at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Joint Board No. 87.

No. MC 50069 (Sub-No. 259), filed July 9, 1962. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 2111 Woodward Avenue, Detroit 1, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paints, stains and varnishes, paint products, paint materials and plastics*, in bulk, in tank vehicles, from Circleville, Ohio, to points in Illinois, Indiana, Michigan, Minnesota, and Wisconsin.

**HEARING:** October 15, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Bernard J. Hasson, Jr.

No. MC 52310 (Sub-No. 21), filed July 30, 1962. Applicant: BRUCE MOTOR FREIGHT, INC., 2011 Easton Boulevard, Des Moines, Iowa. Applicant's attorney: Homer E. Bradshaw, Suite 510 Central National Building, Des Moines 9, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General*

*commodities* (except those of unusual value, Classes A and B explosives, bullion, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Champ, Mo., Industrial Village as an off-route point in connection with applicant's regular-route operations.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 179.

No. MC 52629 (Sub-No. 47), filed July 30, 1962. Applicant: HUBER & HUBER MOTOR EXPRESS, INC., 970 South Eighth Street, Louisville, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, and commodities requiring special equipment), serving Champ Industrial Village and/or The Village of Champ, Mo., as an off-route point in connection with applicant's regular-route operations.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 179.

No. MC 59680 (Sub-No 135), filed July 30, 1962. Applicant: STRICKLAND TRANSPORTATION CO., INC., P.O. Box 5689, Dallas 2, Tex. Applicant's representative: R. W. Burgess, 1507 Poplin Street, St. Louis, 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, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between St. Louis, Mo. and its Commercial Zone, and Champ, Mo.-Industrial Village; (1) from its St. Louis Terminal at 3635 Chouteau Avenue to Kingshighway, over Kingshighway to U.S. Highway 70, thence over U.S. Highway 70 to Champ, Mo.-Industrial Village and return over the same route, serving no intermediate points, and (2) from the Western boundary of the St. Louis Commercial Zone to the junction of Bypass 66 and U.S. Highway 70, thence over U.S. Highway 70 to Champ, Mo.-Industrial Village, and return over the same route, serving no intermediate points.

**NOTE:** Applicant states it wholly owns, operates and manages Strickland Motor Freight Lines, Inc.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 135.

No. MC 59728 (Sub-No. 8), filed July 30, 1962. Applicant: MORRISON MOTOR FREIGHT, INC., 1100 East Jenkins Boulevard, Akron, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes 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), serving the Village of Champ, Mo. (also known as Champ Industrial Vil-

lage) as an off-route point in connection with applicant's authorized regular-route operations.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 179.

No. MC 59894 (Sub-No. 27), filed July 25, 1962. Applicant: TEXAS-ARIZONA MOTOR FREIGHT, INC., 1700 East Second Street, El Paso, Tex. 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, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, commodities injurious or contaminating to other lading, and Classes A and B explosives), between St. Louis, Mo., and the Village of Champ, Mo., also known as Industrial Village, as an off-route point in connection with applicant's authorized regular-route operation.

**NOTE:** Applicant states it is controlled through ownership of 75 percent of its outstanding capital stock by Rogers Cartage Company of Indiana, Inc.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 179.

No. MC 61403 (Sub-No. 82), filed July 6, 1962. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Kingsport, Tenn. Applicant's attorney: W. C. Mitchell, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paints, stains and varnishes, paint products, paint materials, and plastics*, in bulk, in tank vehicles, from Circleville, Ohio, to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina and Tennessee.

**NOTE:** Applicant states it is controlled by controlling stockholders of The Mason and Dixon Lines, Incorporated.

**HEARING:** October 15, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Bernard J. Hasson, Jr.

No. MC 64994 (Sub-No. 39), filed June 15, 1962. Applicant: HENNIS FREIGHT LINES, INC., P.O. Box 612, Winston-Salem, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boards and sheets made from wood chips, wood shavings, sawdust or ground wood, with added liquid resin binder*, on flat bed equipment, from Conway, N.C., and points within ten (10) miles thereof, to points in Illinois, Indiana, Ohio, Michigan, Wisconsin, points in the New York, N.Y. commercial zone, points in the Philadelphia, Pa. commercial zone, points in the Baltimore, Md. commercial zone, and St. Louis, Mo.

**HEARING:** October 12, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Theodore M. Tahan.

No. MC 67583 (Sub-No. 8), filed July 12, 1962. Applicant: KANE TRANSFER COMPANY, 2100 Fifth Street, Washington, D.C. Applicant's representative: Francis J. Kane, 2100 Fifth Street, Washington, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in by retail, chain grocery and food houses*, from Landover, Md., to stores of Super Market Wholesalers (Division of Grand Union Co.), located in Berkley and Jefferson Counties, W. Va., and Spotsylvania County, Va., and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above, on return.

**NOTE:** Applicant has common carrier authority under MC 9859; therefore, dual operations may be involved.

**HEARING:** September 17, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Laurence E. Masoner.

No. MC 68539 (Sub-No. 7), filed May 14, 1962. Applicant: JOHN JACK ROMANS, doing business as ROMANS MOTOR FREIGHT, Ord, Nebr. Applicant's attorney: J. Max Harding, Box 2041, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Metal lath, clips, nails and miscellaneous building materials*, used with, or in the installation of, plasterboard and plaster products, from Fort Dodge, Iowa, and points within ten (10) miles thereof, to points in Nebraska; and (2) *plasterboard, plaster products, and metal lath, clips, nails and miscellaneous building materials* used with, or in the installation of, plasterboard and plaster products, from Blue Rapids and Medicine Lodge, Kans., to points in Nebraska.

**NOTE:** Common control may be involved.

**HEARING:** October 23, 1962, at the Nebraska State Railway Commission, Capitol Building, Lincoln, Nebr., before Joint Board No. 139.

No. MC 73262 (Sub-No. 19), filed July 30, 1962. Applicant: MERCHANTS FREIGHT SYSTEM, INC., 1401 North 13th Street, Terre Haute, Ind. Applicant's attorney: Howell Ellis, Suite 616-618 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), serving Champ, Mo., Industrial Village, as an off-route point in connection with applicant's regular-route operations.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 179.

No. MC 74120 (Sub-No. 11), filed July 30, 1962. Applicant: STRICKLAND MOTOR FREIGHT LINES, INC., P.O. Box 5689, Dallas 2, Tex. Applicant's representative: R. W. Burgess, 1507 Papin Street, St. Louis 3, 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 commodities requiring special equipment), between St. Louis, Mo., and points in its commercial zone, and Champ, Mo.-Industrial Village, as follows: from applicant's St. Louis terminal at 3635 Chouteau Avenue to Kingshighway, thence over Kingshighway to Interstate Highway 70, thence over Interstate Highway 70 to Champ, Mo.-Industrial Village, and return over the same route, serving no intermediate or off-route points; and (2) from the western boundary of the St. Louis commercial zone to the junction of Bypass 66 and Interstate Highway 70, thence over Interstate Highway 70 to Champ, Mo.-Industrial Village and return over the same route, serving no intermediate or off-route points.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 135.

No. MC 74846 (Sub-No. 49), filed March 28, 1962. Applicant: LEWIS G. JOHNSON, Greigg Street, Port Gibson, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh meats*, in mixed shipments with *frozen meats*, in vehicles equipped with mechanical refrigerating devices or units, between points in Monroe County, N.Y., on the one hand, and on the other, Baltimore, Md., Newark and Asbury Park, N.J., points in New Jersey within 50 miles of Philadelphia, Pa., and points in Pennsylvania on and east of U.S. Highway 15.

**NOTE:** Applicant states that it proposes to transport *rejected, returned or damaged shipments of above commodities* on return trips. Applicant further states that it holds authority to transport *frozen foods* between the same points.

**HEARING:** September 24, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 84739 (Sub-No. 11), filed April 19, 1962. Applicant: SEVERSON TRANSPORT, INC., Route 1, Box 163, Edgerton, Wis. Applicant's attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bulk milk and cooling tanks*, uncrated, (1) from Madison and Hartford, Wis., to points in Michigan, Indiana, Massachusetts, West Virginia, Rhode Island, New Jersey, Kentucky, Delaware and Connecticut, and (2) from Madison, Wis., to points in Virginia, Maryland, Pennsylvania, New York, Maine, Vermont, New Hampshire and Ohio.

**HEARING:** October 16, 1962, at The Palmer House, Chicago, Ill., before Examiner James Anton.

No. MC 86913 (Sub-No. 13), filed June 15, 1962. Applicant: HUNTER MOTOR LINES, INC., P.O. Box 632, Warrenton, N.C. Applicant's attorney: James E.

Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Boards and sheets*, made from wood chips, wood shavings, sawdust or ground wood with added liquid resin binder, on flat bed equipment, from Conway, N.C., and points within ten (10) miles thereof, to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Pennsylvania, Maryland, the District of Columbia, Virginia, South Carolina, Minnesota, Georgia, Alabama, Florida, Mississippi, Tennessee, Kentucky, West Virginia, Ohio, Michigan, Indiana, Illinois, and Wisconsin.

**HEARING:** October 12, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Theodore M. Tahan.

No. MC 93980 (Sub-No. 37), filed June 25, 1962. Applicant: VANCE TRUCKING COMPANY, INC., P.O. Box 336, Henderson, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, on flat bed trailers, from Pennsauken, N.J., to points in South Carolina.

**HEARING:** October 15, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Richard H. Roberts.

No. MC 96498 (Sub-No. 17), filed July 20, 1962. Applicant: BONIFIELD BROTHERS TRUCK LINES, INC., 1200 East Second Street, Metropolis, Ill. Applicant's representative: R. W. Burgess, 1507 Papin Street, St. Louis 3, 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, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between St. Louis, Mo., and its commercial zone, and Champ, Mo.-Industrial Village: (1) from applicant's St. Louis terminal at 3529 Hickory to Chouteau Avenue, over Chouteau Avenue to Kingshighway, over Kingshighway to U.S. Highway 70, thence over U.S. Highway 70 to Champ, Mo.-Industrial Village and return over the same route, serving no intermediate points, and (2) from the western boundary of the St. Louis commercial zone to the junction of bypass 66 and U.S. Highway 77, thence over U.S. Highway 70 to Champ, Mo.-Industrial Village and return over the same route, serving no intermediate points.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 135.

No. MC 97369 (Sub-No. 8), filed July 30, 1962. Applicant: BROOKS TRUCK LINES, INC., 1205 South Platte River Drive, Denver 23, Colo. Applicant's attorney: O. Russell Jones, 207 Bokum

Building, 142 West Palace Avenue, Santa Fe, N. Mex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, livestock, Classes A and B explosives, household goods as defined by the Commission, and those requiring special equipment), serving the Village of Champ, Mo. (also known as Champ Industrial Village) as an off-route point in connection with carrier's regular-route operations.

**NOTE:** Applicant states that it is a wholly owned subsidiary of Navajo Freight Lines, Inc. (MC 76032).

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 179.

No. MC 102982 (Sub-No. 4), filed July 16, 1962. Applicant: GEORGE W. KUGLER, INC., P.O. Box 511, Clearfield, Pa. Applicant's attorney: John P. McMahon, Suite 300, Barr Building, Washington 6, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Clay products* from Pottstown, Pa., to points in Illinois, Indiana, Michigan, North Carolina, South Carolina, Tennessee and Wisconsin; (2) *rejected, returned and unused clay products and materials and supplies used in the manufacture of clay products* from points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, and Wisconsin to Pottstown, Pa.; (3) *clay products* from Clearfield, Pa. to points in Illinois, Indiana, Michigan, North Carolina, South Carolina, Tennessee and Wisconsin; (4) *rejected, returned and unused clay products and materials and supplies used in the manufacture of clay products*, from points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin to Clearfield, Pa.; (5) *clay products* from Mogadore, Ohio to points in Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, New York, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia and Wisconsin; (6) *rejected, returned and unused clay products and materials and supplies used in the manufacture of clay products* from the destination areas mentioned in paragraph (5) above to Mogadore, Ohio; (7) *clay products* from Parral, Ohio to points in Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia and Wisconsin; (8) *rejected, returned and unused clay products and materials and supplies used in the manufacture of clay products* from the destination areas mentioned in paragraph (7) above to Parral, Ohio; (9) *clay products* from Strasburg, Ohio to points in

Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia and Wisconsin; (10) *rejected, returned and unused clay products and materials and supplies used in the manufacture of clay products* from the destination areas mentioned in paragraph (9) above to Strasburg, Ohio; (11) *plastic pipe and attachments, parts and fittings therefor* from Titusville, Pa. to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia and Wisconsin; (12) *rejected, returned and unused plastic pipe and attachments, parts and fittings therefor* from the destination areas mentioned in paragraph (11) above to Titusville, Pa.; (13) *bituminous fibre pipe and attachments, parts and fittings therefor* from Ironton, Ohio and Hartsville, S.C. to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia and Wisconsin; (14) *rejected, returned and unused bituminous fibre pipe and attachments, parts and fittings therefor* from the destination areas mentioned in paragraph (13) above to Ironton, Ohio and Hartsville, S.C.; (15) *molds and steel castings* from Neenah, Wis. and Goldsboro, N.C. to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia and Wisconsin; (16) *rejected, returned and unused molds and steel castings* from the destination areas mentioned in paragraph (15) above to Neenah, Wis. and Goldsboro, N.C.

**NOTE:** Applicant states that the above transportation will be performed under a continuing contract with Robinson Clay Products Company. Applicant is already a contract carrier for Robinson Clay Products Company, and this application requests an enlargement of the territorial and commodity scope of applicant's authority to serve Robinson Clay Products Company.

**HEARING:** September 14, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Frank J. Mahoney.

No. MC 103378 (Sub-No. 242), filed July 30, 1962. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, 710 Atlantic Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen fertilizer solutions and anhydrous ammonia*, in

bulk, in tank vehicles, from Pace, Fla., to points in Arkansas, Mississippi, Tennessee, Louisiana and Kentucky.

**HEARING:** September 12, 1962, at the Mayflower Hotel, Jacksonville, Fla., before Examiner Warren C. White.

No. MC 103875 (Sub-No. 7), filed May 28, 1962. Applicant: LESTER R. DICK, doing business as DICK TRUCK LINES, First and Monroe Avenues, P. O. Box 391, Riverton, Wyo. Applicant's attorney: James L. Hettinger, Masonic Temple Building, Riverton, Wyo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum coke and materials and supplies incident to, or used in the development, beneficiation and processing of iron ores*, from Billings, Mont., and points within 10 miles thereof, to Atlantic City, Wyo., and points within 10 miles thereof; and only *empty containers or other such incidental facilities* (not specified) used in transporting the above commodities, on return trips.

**HEARING:** October 10, 1962, at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Joint Board No. 123.

No. MC 103875 (Sub-No. 8), filed June 11, 1962. Applicant: LESTER R. DICK, doing business as DICK TRUCK LINES, First and Monroe Avenues, P.O. Box 391, Riverton, Wyo. Applicant's attorney: R. I. Leedy, Masonic Temple Building, Riverton, Wyo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood products, forest products and byproducts thereof*, from mill and logging sites at points in Teton and Fremont Counties, Wyo., to Riverton, Wyo. and points within 125 miles thereof; and only *empty containers or other such incidental facilities* (not specified), used in transporting the above commodities, on return trips.

**HEARING:** October 9, 1962, at 11:00 a.m., at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Joint Board No. 197.

No. MC 105461 (Sub-No. 45), filed July 20, 1962. Applicant: HERR'S MOTOR EXPRESS, INC. 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: *Roofing and paving compounds*, from the plant site of the Monsey Products Company, Philadelphia, Pa., to points in New York (except points in New York, N.Y., commercial zone as defined by the Commission).

**HEARING:** October 12, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner John L. York.

No. MC 106456 (Sub-No. 40), filed July 16, 1962. Applicant: SUPER SERVICE MOTOR FREIGHT COMPANY, INC., Box 180, Fesslers Lane, Nashville, Tenn. Applicant's attorney: J. R. Browder (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value,

Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Champ, Mo., as an off-route point in connection with applicant's authorized regular route operations to and from St. Louis, Mo.

**HEARING:** September 13, 1962, at the Pick-Mark Twain Hotel, St. Louis, Mo., before Joint Board No. 179.

No. MC 106647 (Sub-No. 35), filed June 6, 1962. Applicant: CLARK TRANSPORT COMPANY, a corporation, P.O. Box 295, Chicago Heights, Ill. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks, and busses*, in secondary movements, in driveway and truckaway service, between points in North Dakota, on the one hand, and, on the other, points in North Dakota, South Dakota, and Montana.

**NOTE:** Applicant states the above will be restricted to traffic having an immediately prior movement by rail.

**HEARING:** September 25, 1962, at the U.S. Court Rooms, Fargo, N. Dak., before Examiner Dallas B. Russell.

No. MC 107012 (Sub-No. 44), filed April 16, 1962. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Fort Wayne, Ind. Applicant's attorney: G. Zan Golden, P.O. Box 988, Fort Wayne, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pianos*, uncrated, from Oregon, DeKalb and Chicago, Ill., and Grand Haven, Mich., to points in the United States, including Alaska and Hawaii, and *damaged and rejected pianos*, on return.

**HEARING:** October 18, 1962, at The Palmer House, Chicago, Ill., before Examiner James Anton.

No. MC 107107 (Sub-No. 222), filed July 2, 1962. Applicant: ALTERMAN TRANSPORT LINES, INC., P.O. Box 65, Allapattah Station, Miami 42, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat byproducts*, from Luling and Galveston, Tex., to points in Tennessee, Alabama, Georgia, Florida, North Carolina, South Carolina, Mississippi, and Louisiana. **RESTRICTION:** Service to Memphis, Tenn., and points in Louisiana and Mississippi must be a part shipment with destination beyond.

**HEARING:** September 26, 1962, at the Granado Hotel, San Antonio, Tex., before Examiner Parks M. Low.

No. MC 107403 (Sub-No. 414), filed July 5, 1962. Applicant: E. BROOKE MATLACK, INC., 33d and Arch Streets, Philadelphia 4, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paints, stains and varnishes, paint products, paint materials, and plastics*, in bulk, in tank vehicles, from Circleville, Ohio, to points in Arkansas, Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Kansas, Maine, Maryland, Massachusetts, Missouri, Nebraska,

New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia.

**HEARING:** October 15, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Bernard J. Hasson, Jr.

No. MC 108053 (Sub-No. 41), filed July 16, 1962. Applicant: LITTLE AUDREY'S TRANSPORTATION CO., INC., P.O. Box 709, Fremont, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from Lawton, Mich., and Hastings, Nebr., to points in New Mexico, Wyoming, Montana, Idaho, Utah, Arizona, Nevada, California, Oregon, Washington, and points in Colorado on and west of U.S. Highway 87 and on and south of U.S. Highway 50.

**HEARING:** September 28, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Raymond V. Sar.

No. MC 108375 (Sub-No. 16), filed June 7, 1962. Applicant: LEROY L. WADE & SON, INC., 1615 Izard Street, Omaha, Nebr. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities, which require specialized handling or rigging because of size or weight, related machinery and machinery parts, and related contractors' materials and supplies* (when their transportation is incidental to the transportation by carrier of commodities which require specialized handling or rigging because of size or weight), between points in Illinois, Iowa and Nebraska. **Restriction:** Applicant states "The authority above is subject to the condition that carrier shall not transport machinery, equipment, materials and supplies used in or in connection with the construction, operation, repair, servicing, maintenance and dismantling of pipelines, including the stringing and picking up thereof, from, to, or between points in Illinois."

**NOTE:** Applicant states that it already holds authority to transport the commodities requiring the specialized handling because of size and weight, but now seeks to add "related machinery and machinery parts, and related contractor's materials and supplies, etc." to its authorized service subject to the same restriction.

**HEARING:** October 25, 1962, at the Nebraska State Railway Commission, Capitol Building, Lincoln, Nebr., before Joint Board No. 136.

No. MC 108375 (Sub-No. 17) (CORRECTION), filed July 2, 1962, published FEDERAL REGISTER issue of July 25, 1962, and republished as corrected this issue. Applicant: LEROY L. WADE & SON, INC., 1615 Izard Street, Omaha, Nebr.

**NOTE:** The previous notice of filing showed the hearing date as September 19, 1962, in error. The correct date is September 10, 1962, as shown below.

**HEARING:** September 10, 1962, at the Federal Office Building, 15th and Dodge Streets, Omaha, Nebr., before Examiner James O'D. Moran.



No. MC 109772 (Sub-No. 23) (CORRECTION), filed June 8, 1962, published FEDERAL REGISTER, issue of July 25, 1962, and republished as corrected this issue. Applicant: ROBERTSON TRUCK-AWAYS, INC., 7101 East Slauson, Los Angeles 22, Calif. Applicant's attorney: Phil Jacobson, 510 West Sixth Street, Suite 723, Los Angeles 14, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New automobiles*, in secondary movement, in driveway and truckaway service, from San Leandro, Calif. and points within twenty (20) miles thereof, to points in California, Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming, and *returned and rejected shipments* of the above-specified commodity, on return.

NOTE: Applicant states it is a California Corporation, and all of the stock is owned by Dallas & Mavis Forwarding Co. Inc. The purpose of this republication is to show applicant's correct docket number as shown above, No. MC 109772 (Sub-No. 23), in lieu of No. MC 108859 (Sub-No. 37), which was shown in error in the previous publication.

HEARING: September 27, 1962, at the Federal Building, Los Angeles, Calif., before Examiner F. Roy Linn.

No. MC 110157 (Sub-No. 17), filed June 12, 1962. Applicant: C. M. LANG AND C. R. GIVENS, doing business as LANG TRANSIT COMPANY, 38th and Quirt Streets, P.O. Box 1625, Lubbock, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, dangerous explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Amarillo, Texas and Clovis, N. Mex., over U.S. Highway 60, serving Bovina and Friona, Texas, as intermediate points.

NOTE: Applicant states that no duplicate authority is sought although it presently holds authority between Amarillo and Clovis over an existing route. It is proposed to use U.S. Highway 60 between Amarillo and Clovis both as an alternate route serving those points, and as a regular route serving Bovina and Friona as intermediate points.

HEARING: October 30, 1962, at the New Mexico State Corporation Commission, Santa Fe, N. Mex., before Joint Board No. 33.

No. MC 110393 (Sub-No. 8), filed May 21, 1962. Applicant: FRIGID FOOD EXPRESS, INC., 2808 South Seventh Street Road, Louisville, Ky. Applicant's attorney: Rudy Yessin, Sixth Floor, McClure Building, Frankfort, Ky. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products and frozen foods*, from Springfield, Ky., Woodbury and Chattanooga, Tenn., to points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Virginia and West Virginia, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

NOTE: Applicant states the proposed operation is to be restricted to the transportation of dairy products and frozen foods from

Woodbury and Chattanooga, Tenn. on vehicles originating shipments at Springfield, Ky. to complete shipments at Woodbury and/or Chattanooga, Tenn. to the destination points listed hereinabove.

HEARING: September 18, 1962, at the Kentucky Hotel, Walnut Street at Fifth, Louisville, Ky., before Examiner Louis G. LaVecchia.

No. MC 110420 (Sub-No. 314), filed July 13, 1962. Applicant: QUALITY CARRIERS, INC., Calumet Street, Burlington, Wis. Applicant's attorney: Paul F. Sullivan, Sundial House, 1821 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paints, paint products, paint materials, stains, varnishes and plastics*, in bulk, in tank vehicles, from Circleville, Ohio, to points in Iowa, Michigan, Nebraska, Minnesota, and Wisconsin.

NOTE: Common control may be involved.

HEARING: October 15, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Bernard J. Hasson, Jr.

No. MC 110525 (Sub-No. 523), filed July 12, 1962. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paints, stains, and varnishes, paint products, paint materials, and plastics*, in bulk, in tank vehicles, from Circleville, Ohio, to points in Arkansas, Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Kansas, Maine, Maryland, Massachusetts, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

HEARING: October 15, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Bernard J. Hasson, Jr.

No. MC 111159 (Sub-No. 143), filed July 20, 1962. Applicant: MILLER TRANSPORTERS, LTD., a corporation, P.O. Box 1123, Jackson, Miss. Applicant's attorney: Harold D. Miller, Jr., Suite 700, Petroleum Building, P.O. Box 141, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cryogenic liquids and rocket propellant fuels*, in bulk, in specially designed trailers, between points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Kansas, Michigan, Missouri, Montana, New Mexico, New York, Nebraska, Nevada, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Vermont, Washington and Wyoming.

HEARING: October 9, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Wm. N. Culbertson.

No. MC 111231 (Sub-No. 49), filed May 10, 1962. Applicant: JONES TRUCK LINES, INC., 610 East Emma Avenue, Springdale, Ark. Applicant's represent-

ative: B. J. Wiseman (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Springfield, Mo., and Wichita, Kans.; from Springfield over U.S. Highway 166 to its junction with U.S. Highway 71, thence over U.S. Highway 71 to its junction with Missouri Highway 171, thence over Missouri Highway 171 to the Missouri-Kansas State line, thence over Kansas Highway 57 to its junction with U.S. Highway 69, thence over U.S. Highway 160 to its junction with U.S. Highway 59, thence over U.S. Highway 59 to its junction with Kansas Highway 47, thence over Kansas Highway 47 to Fredonia, Kans., thence over Kansas Highway 96 to its junction with U.S. Highway 54, thence over U.S. Highway 54 to Wichita, and return over the same route, serving no intermediate points with service at the junction of Missouri Highways 171 and 43 for joinder purposes only.

NOTE: Applicant states "the authority sought herein to the extent it duplicates previously granted authority, should not be considered a request for more than one operating right."

HEARING: October 19, 1962, at the Hotel Pick-Kansas, Topeka, Kans., before Joint Board No. 36.

No. MC 111434 (Sub-No. 38), filed May 2, 1962. Applicant: DON WARD, INC., P.O. Box 1488, Durango, Colo. Applicant's attorney: Peter J. Crouse, Equitable Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphur*, in bulk, (1) from points in Wyoming to points in Colorado and (2) as part of interstate movements, from railroad points in Colorado to points in Colorado, and *rejected shipments*, on return.

HEARING: October 24, 1962, at the New Customs House, Denver, Colo., before Joint Board No. 50.

No. MC 112020 (Sub-No. 169), filed July 31, 1962. 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: *Petroleum products*, in bulk, in tank vehicles, from the plant site of American Mineral Spirits Company at Lemont, Ill., to points in Michigan, Indiana, Ohio, Kentucky, Missouri, Iowa, Wisconsin, and Minnesota.

NOTE: Applicant states it is owned and controlled by the same stockholders who own and control Commercial Oil Transport of Oklahoma, Inc.

HEARING: September 18, 1962, at The Conrad Hilton, Chicago, Ill., before Examiner Theodore M. Tahan.

No. MC 112520 (Sub-No. 75) (AMENDMENT), filed June 13, 1962, published in FEDERAL REGISTER issue of July 18, 1962, republished this issue as amended July 30, 1962. Applicant: MCKENZIE TANK LINES, INC., New Quincy Road, Tallahassee, Fla. Applicant's attorney: Sol

H. Proctor, 1730 Lynch Building, Jacksonville, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen fertilizer solutions and anhydrous ammonia*, in bulk, in tank vehicles, from Pace, Fla., to points in Arkansas, Kentucky, Louisiana, Mississippi and Tennessee.

NOTE: The purpose of this republication is to expand the destination territory by adding the states of Arkansas, Kentucky, Mississippi and Tennessee.

HEARING: Remains as assigned September 12, 1962, at the Mayflower Hotel, Jacksonville, Fla., before Examiner Warren C. White.

No. MC 112617 (Sub-No. 121), filed July 2, 1962. Applicant: LIQUID TRANSPORTERS, INC., P.O. Box 5135, Cherokee Station, Louisville 5, Ky. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paints, stains and varnishes, paint products, paint materials, and plastics*, in bulk, in tank vehicles, from Circleville, Ohio to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Kansas, Mississippi, Missouri, North Carolina, Oklahoma, South Carolina, and Tennessee, and rejected shipments on return.

HEARING: October 15, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Bernard J. Hasson, Jr.

No. MC 112750 (Sub-No. 106), filed July 3, 1962. Applicant: ARMORED CARRIER CORPORATION, 222 17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: J. K. Murphy, Armored Carrier Corporation, 222 17 Northern Boulevard, Bayside 61, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Ophthalmic goods and commercial papers* (excluding supplies and plant removals), (a) between points in Worcester County, Mass., on the one hand, and, on the other, points in Fairfield, Hartford, New Haven, and New London Counties, Conn.; points in Androscoquin, Cumberland, Kennebec, and Penobscot Counties, Maine; points in Grafton County, N.H.; points in Union County, N.J.; points in Albany, Erie, Kings, Nassau, New York, Oneida, Onondaga, and Westchester Counties, N.Y.; points in Philadelphia County, Pa.; points in Providence County, R.I.; and Baltimore, Md., and Washington, D.C.; (b) between points in Philadelphia County, Pa., on the one hand, and, on the other, points in Mercer County, N.J., and points in New Castle County, Del.; (c) between Washington, D.C., on the one hand, and, on the other, Baltimore, Md.; (d) between points in Allegheny County, Pa., on the one hand, and, on the other, points in Harrison and Ohio Counties, W. Va.; (e) between points in Hamilton County, Ohio, on the one hand, and, on the other, points in Boyd, Fayette, and Jefferson Counties, Ky.; and (f) between points in Wayne County, Mich., on the one hand, and, on the other, points in Cuyahoga and Lucas Counties, Ohio.

HEARING: October 10, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 113639 (Sub-No. 5), filed May 14, 1962. Applicant: CARBON MOTORWAY, INC., 230 West Seventh South, Salt Lake City, Utah. Applicant's attorney: Ernest Porter, 1531 Stout Street, P.O. Box 5482, Denver 17, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Classes A and B explosives*, (1) between Price, Utah and Grand Junction, Colo., over U.S. Highways 6 and 50 and Interstate Highway 70, and (2) between Price, Utah and Emery, Utah, over Utah Highway 10, and return over the same routes, serving all intermediate points and all off-route points within ten (10) miles of the specified highways.

NOTE: Applicant states "Rio Grande Motor Way, Inc. owns 49 percent of stock."

HEARING: October 15, 1962, at the Utah Public Service Commission, Salt Lake City, Utah, before Joint Board No. 213.

No. MC 113908 (Sub-No. 98), filed June 27, 1962. Applicant: ERICKSON TRANSPORT CORPORATION, 706 West Tampa, MPO Box 706, Springfield, Mo. Applicant's attorney: Turner White, 805 Woodruff Building, Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Condensed milk and cream*, in bulk, in tank vehicles, between points in Tennessee, Kentucky, and Missouri, on the one hand, and, on the other, points in Arkansas, Oklahoma, Louisiana, Texas, Georgia and Alabama.

HEARING: September 17, 1962, at 1:00 p.m., at the Kentucky Hotel, Walnut Street at Fifth, Louisville, Ky., before Examiner Louis G. LaVecchia.

No. MC 114045 (Sub-No. 93), filed July 16, 1962. Applicant: TRANS-COLD EXPRESS, INC., P.O. Box 5842, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Confectionery products*, from Hackettstown, N.J., to Denver, Colo., and Salt Lake City, Utah.

HEARING: September 28, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner J. Thomas Schneider.

No. MC 114045 (Sub-No. 92), filed July 16, 1962. Applicant: TRANS-COLD EXPRESS, INC., P.O. Box 5842, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in New Jersey to Pittsburgh, Pa.

HEARING: October 11, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner William A. Royall.

No. MC 114098 (Sub-No. 39), filed June 15, 1962. Applicant: LOWTHER TRUCKING COMPANY, a corporation, 521 Penman Street, P.O. Box 2115, Charlotte 1, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *com-*

*mon carrier*, by motor vehicle, over irregular routes, transporting: *Boards and sheets*, made from wood chips, wood shavings, sawdust or ground wood with added liquid resin binder, on flat bed equipment, from Conway, N.C., and points within ten (10) miles thereof, to points in Iowa, Arkansas, Illinois, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Mississippi, Oklahoma, Tennessee, Texas and Wisconsin.

HEARING: October 12, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Theodore M. Tahan.

No. MC 114533 (Sub-No. 51), filed May 24, 1962. Applicant: B.D.C. CORPORATION, 4658 South Kedzie Avenue, Chicago, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commercial papers, documents, and written instruments* (except coins, currency, and negotiable securities) as are used in the conduct and operation of banks and banking institutions; (2) *exposed and processed film and prints, complimentary replacement film, and incidental dealer handling supplies* (except motion picture film, and materials and supplies used in connection with commercial and television motion pictures); and (3) *papers used in the processing of data by computing machines, punch cards, magnetic encoded documents, magnetic tape, punch paper tape, printed reports, and documents and office records*; between Denver, Colo. on the one hand, and on the other Cheyenne and Laramie, Wyo.

HEARING: October 23, 1962, at the New Customs House, Denver, Colo., before Joint Board No. 50.

No. MC 114569 (Sub-No. 50) (AMENDMENT), filed May 1, 1962, published FEDERAL REGISTER issue August 1, 1962, and republished as amended this issue. Applicant: SHAFFER TRUCKING, INC., Elizabethville, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and commodities requiring special equipment), beginning at the intersection of Pennsylvania Highways 14 and 325, thence over Pennsylvania Highways 325, 209, 125, 49010, 336 and 14 to the intersection of Pennsylvania Highway 14 and Pennsylvania Highway 325, including points within three (3) miles of the Borough of Tower City, Schuylkill County, Pa., on the one hand, and, on the other Harrisburg, Lancaster, Pottsville, Sunbury, York, Ashland, Ephrata, Pa., and points in the Townships of Hampden and Silver Springs, Cumberland County, Pa.

NOTE: The purpose of this republication is to include the points of Ashland and Ephrata, Pa., to the territory previously sought.

HEARING: Remains as assigned September 26, 1962, at the Pennsylvania Public Utility Commission, Harrisburg, Pa., before Examiner A. Lane Cricher.

No. MC 115601 (Sub-No. 16) (AMEND-ED), filed July 2, 1962, published in FEDERAL REGISTER July 25, 1962, republished this issue as amended July 25. Applicant: BROOKS ARMORED CAR SERVICE, INC., 13 East 35th Street, Wilmington, Del., Applicant's attorney: H. James Conaway, Jr., Bank of Delaware Building, Wilmington, Del. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pharmaceuticals, drugs, patent medicines, medical and dental supplies and materials, and sundries and cosmetics*, (1) between points in Delaware, Philadelphia, Pa., and points in Montgomery, Chester, Delaware and Bucks Counties, Pa., on the one hand, and, on the other, points in Cecil, Kent, Queen Annes, Talbot, Dorchester, Caroline, Wicomico, Somerset and Worcester Counties, Md., points in New Jersey and points in Northampton and Accomack Counties, Va.; and (2) between points in Delaware on the one hand, and, on the other, Philadelphia, Pa. and points in Montgomery, Chester, Delaware and Bucks Counties, Pa.

NOTE: Applicant states that the proposed service will be under continuing contracts.

NOTE: The purpose of this republication is to substitute the above described commodities for those set forth in the original application through error.

HEARING: Remains as assigned September 27, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Garland E. Taylor.

No. MC 115669 (Sub-No. 27), filed May 21, 1962. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Clay Center, Nebr. Applicant's representative: C. A. Rose, 1004-1005 Trust Building, Lincoln 8, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt and salt compounds*, in bulk, in bags, blocks and other containers, straight and mixed truckloads, from Lyons, Kans. and points within five (5) miles thereof, to points in Colorado on and west of the Continental Divide, and *empty containers or other such incidental facilities* (not specified), used in transporting the above-specified commodities, and *exempt and authorized commodities*, on return.

HEARING: October 15, 1962, at the Hotel Pick-Kansas, Topeka, Kans., before Joint Board No. 43.

No. MC 116045 (Sub-No. 13), filed June 1, 1962. Applicant: NEUMAN TRANSIT CO., INC., P.O. Box 31, Rawlins, Wyo. Applicant's attorney: Robert S. Stauffer, 1510 East 20th Street, Cheyenne, Wyo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Processed uranium ore* (yellow cake), in containers, from points in Carbon County, Wyo. to Grand Junction, Colo. and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodity, on return.

HEARING: October 24, 1962, at the New Customs House, Denver, Colo., before Joint Board No. 50.

No. MC 116145 (Sub-No. 5), filed July 18, 1962. Applicant: G. G. PARSONS TRUCKING CO., a corporation, P.O. Box 746, North Wilkesboro, N.C. Applicant's attorney: Francis J. Ortman, 1366 National Press Building, Washington 4, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Glass bottles*, from Mount Vernon, Ohio, to points in the Chicago, Ill., Commercial Zone, and points in New York and New Jersey, and *returned and rejected shipments and empty containers*, used in the transportation of such bottles, on return.

NOTE: Applicant holds common authority in MC 117427 and Subs thereunder; therefore, dual operations may be involved.

HEARING: September 28, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Richard White.

No. MC 117344 (Sub-No. 95), filed July 18, 1962. Applicant: THE MAXWELL CO., a corporation, 103080 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cryogenic liquids and rocket propellant fuels*, in bulk, in specially designed trailers, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, between missile sites, production plants, and missile test facilities, located in Alabama, Arizona, Arkansas, California, Florida, Georgia, Idaho, Illinois, Indiana, Kansas, Michigan, Missouri, Montana, New Mexico, New York, Nebraska, Nevada, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Vermont, Washington, and Wyoming.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 50404 and subs; therefore dual operations may be involved.

HEARING: October 9, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Wm. N. Culbertson.

No. MC 117427 (Sub-No. 29) (AMENDMENT), filed May 25, 1962, published FEDERAL REGISTER issue June 13, 1962, amended July 2, 1962, and republished as amended this issue. Applicant: G. G. PARSONS TRUCKING CO., a corporation, P.O. Box 746, North Wilkesboro, N.C. Applicant's attorney: Francis J. Ortman, 1366 National Press Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hardboard sheets and boards*, in flatbed equipment, from Catawba, S.C., and points within five (5) miles thereof, to points in Indiana on and north of U.S. Highway 40, points in Michigan, south of Michigan Highway 21, points within the Chicago, Ill., Commercial Zone, points within the Cincinnati, Ohio, Commercial Zone, and points in Iowa and Wisconsin.

NOTE: Applicant holds contract authority in MC 116145; therefore, dual operations may be involved. The purpose of this republica-

tion is to broaden the scope of the authority previously sought.

HEARING: October 16, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Charles J. Murphy.

No. MC 117427 (Sub-No. 31), filed July 18, 1962. Applicant: G. G. PARSONS TRUCKING CO., a corporation, P.O. Box 746, North Wilkesboro, N.C. Applicant's attorney: Francis J. Ortman, 1366 National Press Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber* (except plywood and veneer), (1) between points in North Carolina, Virginia, Tennessee and Kentucky, (2) between points in Kentucky and Indiana, and (3) between points in Ohio and Kentucky.

NOTE: Applicant holds contract authority in MC 116145; therefore, dual operations may be involved.

HEARING: October 11, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Donald R. Sutherland.

No. MC 117692 (Sub-No. 1), filed June 8, 1962. Applicant: MAURICE TRANSPORT CO., INC., P.O. Box 409, Morton, Ill. Applicant's attorney: Raymond L. Terrell, Myers Building, Springfield, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer* in bulk, in tank vehicles, (1) from the plant sites of Schrock Brothers Company at Congerville and Gala, Ill., to points in White County, Ind., and those in Des Moines, Henry, Muscatine, Wappelo, Van Buren, Jefferson, Washington, Keokuk and Jackson Counties, Iowa, and (2) from the plant site of Schrock Brothers Company at or near Kentland, Ind., to points in Champaign, Kankakee, Iroquois, Livingston, Vermilion, and Woodford Counties, Ill., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, in (1) and (2), above on return.

NOTE: Applicant states that the stockholders of applicant are owners of a majority of the outstanding common stock of RKO Transport Service, Inc.

HEARING: October 11, 1962, at 1:00 p.m. at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Joint Board No. 53.

No. MC 118034 (Sub-No. 5), filed July 30, 1962. Applicant: MILLER TRUCK LINE, INC., 901 NE. 28th Street, Fort Worth, Tex. Applicant's attorney: M. Ward Bailey, Continental Life Building, Fort Worth 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products, and articles distributed by meat packinghouses*, as described in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, and as defined by Commission, from Clovis, N. Mex., and points within five (5) miles thereof, to points in Texas, Louisiana, Oklahoma, Arkansas, Mississippi, and Alabama, and *empty containers or other*

such incidental facilities (not specified) used in transporting the above described commodities, and *rejected shipments*, on return.

NOTE: Common control may be involved.

HEARING: September 6, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner C. Evans Brooks.

No. MC 118130 (Sub-No. 8), filed July 23, 1962. Applicant: BENJAMIN M. HAMRICK, doing business as BEN HAMRICK, 1208 Jones Street, Fort Worth, Tex. Applicant's attorney: M. Ward Bailey, Continental Life Building, Fort Worth 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods, potatoes and potato products*, frozen and unfrozen, cooked, uncooked and blanched, from Fargo, Park River, Grafton, and points in Grand Forks County, N. Dak., and points in Minnesota to points in Alabama, Arkansas, Florida, Georgia, Mississippi, Tennessee, Louisiana, Missouri, Nebraska, Kansas, Oklahoma, and Texas and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

HEARING: September 28, 1962, at the U.S. Court Rooms, Fargo, N. Dak., before Examiner Dallas B. Russell.

No. MC 118407 (Sub-No. 12), filed July 23, 1962. Applicant: NEBRASKA ILLINOIS COLORADO EXPRESS, INC., doing business as N.I.C.E. INC., AND NATES TRUCK LINE, INC., 780 East 51st Avenue, Denver, Colo. Applicant's attorney: Herbert M. Boyle, 738 Majestic Building, Denver 2, Colo. Authority sought to operate as *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products, dairy products and articles distributed by meat packinghouses*, from points in Curry County, N. Mex., to points in Arizona, California, Colorado, Utah, Nebraska, Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, South Dakota, Kansas, Minnesota, Iowa, Missouri, Arkansas, Oklahoma, and points in Illinois in the East St. Louis commercial zone, and *exempt agricultural commodities and rejected and refused shipments*, on return.

HEARING: September 6, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner C. Evans Brooks.

No. MC 119422 (Sub-No. 12), filed June 13, 1962. Applicant: EE-JAY MOTOR TRANSPORTS, INC., 15th and Lincoln, East St. Louis, Ill. Applicant's attorney: Joseph H. Goldenhersh, 406 Missouri Avenue, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mineral filler, ground limestone*, in bulk, in pressurized tank vehicles, from Hannibal, Mo., to points in Illinois, South of U.S. Highway 136 (extending westward through Danville, Rantoul, Havana, Macomb and Hamilton, Ill.), and *rejected and damaged shipments* of the above-specified commodities, on return.

HEARING: October 10, 1962, at the Midland Hotel, Chicago, Ill., before Joint Board No. 135.

No. MC 119496 (Sub-No. 1), filed June 20, 1962. Applicant: THE JAMES GIBBONS COMPANY, a corporation, Sutton Avenue (Relay), Baltimore 27, Md. Applicant's representative: Donald E. Freeman, 172 East Green Street, Westminster, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid and semiliquid petroleum asphalt products*, requiring heating for loading or unloading, in bulk, in tank vehicles, from North Charleroi, Pa., to points in Maryland, Ohio, Pennsylvania, Virginia, West Virginia, and New York.

HEARING: October 9, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Joseph A. Reilly.

No. MC 119777 (Sub-No. 8), (AMENDMENT), filed May 24, 1962, published in FEDERAL REGISTER issue of June 13, 1962, republished this date as amended July 12, 1962. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Drawer 31, Madisonville, Ky. Applicant's attorney: Robert M. Pearce, 221½ St. Clair Street, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Corrugated pipe and fittings* from Jeffersonville, Ind., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Tennessee, Virginia and West Virginia; and *rejected or damaged shipments of the above commodities and empty containers or other such incidental facilities* (not specified) used in transporting the commodities, on return.

NOTE: This republication is for the purpose of deleting wrought iron and steel pipe and fittings and the origin point of Indiana Harber, Ind. from the application.

HEARING: September 20, 1962, at the Kentucky Hotel, Walnut Street at Fifth, Louisville, Ky., before Examiner Louis G. LaVecchia.

No. MC 119878 (Sub-No. 1), filed June 29, 1962. Applicant: MRS. GAYNELLE H. BOWMAN, doing business as THE A. B. COLLIER WRECKER SERVICE, 1200 Cherry Street, Nashville, Tenn. Applicant's attorney: Clarence Evans, 710 Third National Bank Building, Nashville 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wrecked, damaged, and disabled motor vehicles, and motor vehicles to be utilized for replacement of such wrecked, damaged and disabled vehicles*, using wrecker equipment only, and *repossessed, stolen, and abandoned, vehicles when unable to move on their own power*; and (2) *empty containers or other such incidental facilities* (not specified) used in transporting the commodities, specified in this application, between points in Davidson, Montgomery, Robertson, Sumner, Wilson, Rutherford, Williamson, Cheatham, Dickson, Maury, Marshall, and Bedford Counties, Tenn., on the one hand, and, on the other, points in Alabama, Arkansas,

Georgia, Illinois, Indiana, Kentucky, Michigan, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Virginia, and West Virginia.

HEARING: September 26, 1962, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Louis G. LaVecchia.

No. MC 123067 (Sub No. 15), filed July 25, 1962. Applicant: M & M TANK LINES, INC., P.O. Box 4174, North Station, Winston-Salem, N.C. Applicant's attorney: James E. Wilson, Perpetual Building 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cryogenic liquids and rocket propellant fuels*, in bulk, in specially designed trailers, between missile sites, production plants and missile test facilities, located at points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Kansas, Michigan, Missouri, New Mexico, New York, Nebraska, Nevada, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Vermont, Washington, Montana, and Wyoming.

HEARING: October 9, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Wm. N. Culbertson.

No. MC 123364 (Sub-No. 2), filed July 19, 1962. Applicant: GEORGE T. ANGLIN & JULIAN W. BATTLE, doing business as A & B TRUCKING COMPANY, a partnership, P.O. Box 254, 25 Main Street, Wadley, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber* (with the exception of plywood), from points in Georgia to points in Tennessee.

HEARING: September 28, 1962, at the Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 238, or, if the Joint Board waives its right to participate before Examiner Edith H. Cockrill.

No. MC 123405 (Sub-No. 6), filed July 13, 1962. Applicant: FOOD TRANSPORT, INC., P.O. Box 1041, York, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from points in Florida (except Auburndale, Bartow, Dade City, Fort Meade, Lakeland, Lake Wales, Plant City, and Tampa), to points in that part of New York on, north and west of New York Highway 7 (except Troy and Schenectady, N.Y.).

NOTE: Common control may be involved.

HEARING: September 17, 1962, at the U.S. Court Rooms, Tampa, Fla., before Examiner Warren C. White.

No. MC 123594 (Sub-No. 1), filed May 21, 1962. Applicant: BONANZA TRUCKING COMPANY, a corporation, 53 East Fourth Street, Salt Lake City, Utah. 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 regular routes, transporting: *Gilsonite*,

and *gilsonite products*, in bulk, and in bags, from Bonanza, Utah to Creston, Wyo. as follows: from Bonanza over Utah Highway 45 to junction U.S. Highway 40, near the Utah-Colorado State line, thence over U.S. Highway 40 to Craig, Colo., thence over Colorado Highway 13 to the Wyoming State line, thence over Wyoming Highway 789 to junction U.S. Highway 30, thence over U.S. Highway 30 to Creston, Wyo., and return over the same route, serving the intermediate point of Craig, Colo.; also from Bonanza over unnumbered highway to junction of Colorado Highway 64, south of Artesia, Colo., thence over Colorado Highway 64 to junction of U.S. Highway 40 at Artesia, Colo., thence to Creston, and return over the same route, serving no intermediate points.

**HEARING:** October 16, 1962, at the Utah Public Service Commission, Salt Lake City, Utah, before Joint Board No. 280.

No. MC 123649 (Sub-No. 1), filed May 31, 1962. Applicant: C. A. MAGILL, doing business as MAGILL TRUCK LINE, 1541 West 23d Street, Wichita, Kans. Applicant's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, between Wichita, Kans., and points in Oklahoma.

**HEARING:** October 16, 1962, at the Hotel Pick-Kansan, Topeka, Kans., before Joint Board 39.

No. MC 123910 (Sub-No. 2), filed May 2, 1962. Applicant: PAUL GIBSON, doing business as PAUL GIBSON TRUCKING CO., 404 East 21st Street, Wichita, Kans. Applicant's attorney: James F. Miller, 500 Board of Trade, 10th and Wyandotte, Kansas City 5, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, in bulk, in tank vehicles, from Lyons, Kans., to Denver, Colo.

**HEARING:** October 18, 1962, at the New Customs House, Denver, Colo., before Joint Board No. 43.

No. MC 124065 (Sub-No. 2), filed July 23, 1962. Applicant: COLORADO-ARIZONA-CALIFORNIA EXPRESS, INC., 1749 Julian Street, Denver, Colo. Applicant's attorney: Herbert M. Boyle, 738 Majestic Building, Denver 2, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products, dairy products and articles distributed by meat packinghouses*, from points in Curry County, N. Mex., to points in Arizona, California, Colorado, Utah, Nebraska, Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, South Dakota, Kansas, Minnesota, Iowa, Missouri, Arkansas, Oklahoma, and points in Illinois in the East St. Louis commercial zone, and *exempt agricultural commodities and rejected and refused shipments*, on return.

**HEARING:** September 6, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner C. Evans Brooks.

No. MC 124178 (Sub-No. 1), filed June 11, 1962. Applicant: MARJORIE SUM-

NERS, doing business as SUMNERS TRUCK LINE, 508 First Street NW., Clarion, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Livestock feed*, from Austin, Minn., to points in Wright County, Iowa, and *damaged and rejected shipments*, on return.

**HEARING:** October 30, 1962, in Room 401, at the Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Joint Board No. 146.

No. MC 124221 (Sub-No. 2), filed April 19, 1962. Applicant: HOWARD BAER, 821 East Dunne, Morton, Ill. Applicant's attorney: Richard J. Hardy, One North LaSalle Street, Chicago 2, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sour cream, sour cream mixtures, imitation cream, flavored milk, low fat milk, liquid dietary foods, fruit segments, ice cream mix, orange juice, fruit juice drinks, cottage cheese, and other dairy products*, as described in Subdivision B of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and 273, in containers, in vehicles equipped with temperature control devices, between Peoria, Ill., and St. Louis, Mo., (2) *ice cream, ice cream mix, ice milk, sherbet, water ices and vegetable-fat frozen desserts*, in containers, in vehicles equipped with temperature control devices, and *ice cream novelties, including water ice bars, fudge bars, ice cream bars, ice cream cups, ice cream sandwiches, ice cream cake rolls, ice cream pies, and articles of a like nature*, in containers, in vehicles equipped with temperature control devices, (a) from Chicago and Peoria, Ill., and Omaha, Nebr., to Benton Harbor, Detroit, Kalamazoo, New Buffalo, and Pontiac, Mich., Elkhart, Evansville, Hammond, Huntington, Indianapolis, Lafayette, South Bend and Terre Haute, Ind., Cincinnati, Columbus, Hamilton and Toledo, Ohio, Lexington, and Louisville, Ky., Memphis, and Nashville, Tenn., Columbus, Kansas City, and St. Louis, Mo., Omaha, Nebr., and Fond du Lac, Kenosha, LaCrosse, Madison and Milwaukee, Wis., (b) from Milwaukee, Wis., to Benton Harbor, Detroit, Kalamazoo, New Buffalo, and Pontiac, Mich., Elkhart, Evansville, Hammond, Huntington, Indianapolis, Lafayette, South Bend, and Terre Haute, Ind., Cincinnati, Columbus, Hamilton and Toledo, Ohio, Lexington, and Louisville, Ky., Memphis, and Nashville, Tenn., Columbia, Kansas City, and St. Louis, Mo., Omaha, Nebr., Chicago, Decatur, Macomb, Moline, Palatine, Peoria, Pontiac, Rockford, and West Frankfort, Ill., (c) from Huntington, Ind., to Benton Harbor, Detroit, Kalamazoo, New Buffalo, and Pontiac, Mich., Cincinnati, Columbus, Hamilton and Toledo, Ohio, Lexington, and Louisville, Ky., Memphis, and Nashville, Tenn., and (d) from Hamilton, Ohio, to Benton Harbor, Detroit, Kalamazoo, New Buffa-

lo, and Pontiac, Mich., Elkhart, Evansville, Hammond, Huntington, Indianapolis, Lafayette, South Bend, and Terre Haute, Ind., Lexington, and Louisville, Ky., Memphis, and Nashville, Tenn., Columbia, Kansas City, and St. Louis, Mo., Omaha, Nebr., Fond du Lac, Kenosha, LaCrosse, Madison, and Milwaukee, Wis., Chicago, Decatur, Macomb, Moline, Palatine, Peoria, Pontiac, Rockford, and West Frankfort, Ill., and (e) from Omaha, Nebr., to the same destinations specified in (a) and (b) above, with the exception of the Nebraska points.

**HEARING:** October 15, 1962, at The Palmer House, Chicago, Ill., before Examiner James Anton.

No. MC 124344 (Sub-No. 1), filed April 11, 1962. Applicant: ROBERT M. COLGAN, doing business as RED SEAL TRUCKING, P.O. Box 753, Huntington, Ind. Applicant's attorney: Robert W. Loser, 409 Chamber of Commerce Building, Indianapolis, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Ice cream mix*, in bulk, in tank vehicles, from Huntington, Ind., to Kalamazoo and Detroit, Mich., (2) *cream*, in bulk, in tank vehicles, from Mason and Ovid, Mich., to Huntington, Ind., (3) *ice cream, ice cream mix, ice milk, sherbet, water ices, and vegetable-fat frozen desserts*, in containers, in vehicles equipped with temperature control devices, and *ice cream novelties, including water ice bars, fudge bars, ice cream bars, ice cream cups, ice cream sandwiches, ice cream cake rolls, ice cream pies, and articles of a like nature*, in containers, in vehicles equipped with temperature control devices, (a) from Huntington, Ind., to Edon, Delphos, Toledo, Cincinnati, Hamilton, Columbus, Ohio, and points in Ohio west of Interstate Highway 75, Louisville, and Lexington, Ky., Chicago, Palatine, and Rockford, Ill., Milwaukee, Wis., Benton Harbor, Detroit, Kalamazoo, New Buffalo, and Pontiac, Mich., and Memphis, and Nashville, Tenn., (b) from Chicago, Ill., to Benton Harbor, Detroit, Kalamazoo, New Buffalo, and Pontiac, Mich., Elkhart, Evansville, Hammond, Huntington, Indianapolis, Lafayette, South Bend, and Terre Haute, Ind., Cincinnati, Columbus, Hamilton, and Toledo, Ohio, Lexington, and Louisville, Ky., Memphis, and Nashville, Tenn., and (c) from Milwaukee, Wis., to Benton Harbor, Detroit, Kalamazoo, New Buffalo, and Pontiac, Mich., Elkhart, Evansville, Hammond, Huntington, Indianapolis, Lafayette, South Bend, and Terre Haute, Ind., Cincinnati, Columbus, Hamilton, and Toledo, Ohio, Lexington, and Louisville, Ky., Memphis, and Nashville, Tenn., and Chicago, Palatine, and Rockford, Ill.

**NOTE:** Applicant states the proposed service will be under contract with Sealtest Foods Division of National Dairy Products Corporation, or under contract with distributors for Sealtest Foods Division of National Dairy Products Corporation.

**HEARING:** October 19, 1962, at the Palmer House, Chicago, Ill., before Examiner James Anton.

No. MC 124366 (Sub-No. 2), filed July 13, 1962. Applicant: POTOMAC RIGGING, INC., 2803 Jefferson Davis

Highway, Arlington 2, Va. Applicant's attorney: Francis J. Ortman, 1366 National Press Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Steel girders, beams and component parts thereof*, for bridges, buildings and structures, from Arlington and Gainesville, Va., to points in Delaware, District of Columbia, Maryland, North Carolina, Pennsylvania, and West Virginia, (2) *prestressed and pre-cast concrete*, for buildings and bridges, from Alexandria, Va., to points in Maryland, and *rejected and returned shipments* in connection with the commodities specified in (1) and (2) above, on return, and (3) *commodities*, the transportation of which because of size and weight requires the use of special equipment and *related machinery parts and related contractors' material and supplies*, when their transportation is incidental to the transportation by applicant of commodities which by reason of size or weight require special equipment, and *rejected and returned shipments*, between points in Delaware, District of Columbia, Connecticut, Maryland, North Carolina, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and West Virginia.

NOTE: Common control may be involved.

HEARING: October 1, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Hugh M. Nicholson.

No. MC 124397, filed April 23, 1962. Applicant: MERLIN L. HOLLINGER, doing business as HOLLINGER TRUCK LINE, Box 414, Beaver City, Nebr. Applicant's attorney: J. Max Harding, Box 2041, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, as described by the Commission in 61 M.C.C. 209, Appendix I B, from Aurora, Superior, and Fairbury, Nebr., and Hillsboro, Kans., to Denver, Colo., and *empty containers or other such incidental facilities* (not specified), used in transporting the above-specified commodities, on return.

HEARING: October 19, 1962, at the New Customs House, Denver, Colo., before Joint Board No. 56.

No. MC 124411 (Sub-No. 2), filed May 28, 1962. Applicant: SULLY TRANSPORT, INC., Sully, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer and liquid fertilizer solutions*, in bulk, in tank vehicles, from Vinton, Iowa, to points in Illinois.

HEARING: October 29, 1962, in Room 401, at the Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Joint Board No. 54.

No. MC 124450, filed May 16, 1962. Applicant: ROBERT E. LA VEINE, doing business as BOB LA VEINE TRAILER SALES, 701 East Mt. Pleasant Street, West Burlington, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes,

transporting: *House trailers*, with and without furniture, between points in Iowa.

HEARING: October 31, 1962, in Room 401, at the Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Joint Board No. 92.

No. MC 124481, filed May 28, 1962. Applicant: NEIL M. RACKLEY, doing business as N-C-J TRUCKING COMPANY, 412 34th Street NE., Cedar Rapids, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Household appliances* (1) from Sterling, Ill., to Cedar Rapids and Waterloo, Iowa; and (2) between Cedar Rapids, Iowa, and Davenport, Iowa.

HEARING: October 29, 1962, in Room 401, at the Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Joint Board No. 54.

No. MC 124510 (CORRECTION), filed June 6, 1962, published in FEDERAL REGISTER issue of July 25, 1962, republished this issue to correct address of applicant's attorney. Applicant: A & F TRUCKING CORPORATION, 172 Surrey Drive, New Rochelle, N.Y. Applicant's attorney: Martin Werner, 2 West 45th Street, New York 36, N.Y. This republication is for the purpose of correcting the address of applicant's attorney. It should have been shown as above instead of as previously published.

HEARING: Remains as assigned September 10, 1962, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Samuel C. Shoup.

No. MC 124536, filed June 13, 1962. Applicant: NORMAN JENKS, doing business as JENKS TRUCK LINE, P.O. Box 266, Buffalo, N.Y. Applicant's attorney: Robert S. Stauffer, 1510 East 20th Street, Cheyenne, Wyo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commercial feeds, salt and fertilizers, and empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified above, between Morrill, Nebr., and points within five (5) miles thereof, on the one hand, and, on the other, points in Wyoming.

HEARING: October 10, 1962, at the Wyoming Public Service Commission, Supreme Court and State Library Building, Cheyenne, Wyo., before Joint Board No. 44.

No. MC 124558, filed June 21, 1962. Applicant: K. S. S. TRUCK LINE, INC., P.O. Box 372, Manhattan, Kans. Applicant's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cheese, cheese products, and dried whey*, from Alma, Kans., to Springfield, Bolivar and Carthage, Mo.; and *empty containers or other such incidental facilities* (not specified), used in transporting the above commodities, on return trips.

HEARING: October 18, 1962, at the Hotel Pick-Kansan, Topeka, Kans., before Joint Board No. 36.

No. MC 124602, filed July 5, 1962. Applicant: FOSTER THURMAN, Route

8, Columbia, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Beer and ale*, bottled and canned in cases in truck load lots, (beer and ale only), from St. Louis, Mo., Peoria, Ill., Evansville, Ind., Milwaukee, Wis., to Columbia, Tenn., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return. (2) *Beer and ale*, bottled and canned in cases in truck load lots, (beer and ale only), and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, (a) between St. Louis, Mo., and Columbia, Tenn., (b) between Peoria, Ill., and Columbia, Tenn., (c) between Evansville, Ind., and Columbia, Tenn., and (d) between Milwaukee, Wis., and Columbia, Tenn.

HEARING: September 27, 1962, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Louis G. LaVecchia.

No. MC 124617, filed July 13, 1962. Applicant: ALLEN CLARK, Etna, Wyo. Applicant's attorney: Macoy A. McMurray, Newhouse Building, Salt Lake City 11, Utah. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Lincoln County, Wyo., to points in Cache, Box Elder, Weber, Morgan, Davis, Summit, Wasatch, Salt Lake, Tooele, Utah, Juab, and Carbon Counties, Utah, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

HEARING: October 17, 1962, at the Utah Public Service Commission, Salt Lake City, Utah, before Joint Board No. 85.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 1501 (Sub-No. 277), filed July 20, 1962. Applicant: THE GREYHOUND CORPORATION, Room 1500, 140 South Dearborn Street, Chicago 3, Ill. Applicant's attorney: James E. Ryan, 214 Sharp Building, Lincoln 8, Nebr. 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 Lincoln and Grand Island, Nebr., from Lincoln over U.S. Highway 34 to Seward (also from Lincoln over Interstate Highway 80 to its junction with Nebraska Highway 15, thence over Nebraska Highway 15 to its junction with U.S. Highway 34), thence over U.S. Highway 34 to Grand Island, and return over the same routes, serving no intermediate points.

NOTE: Applicant states it proposes to join or tack this authority, if granted, to its present authority. Common control may be involved.

HEARING: October 9, 1962, at the Nebraska State Railway Commission, Capitol Building, Lincoln, Nebr., before Joint Board No. 93.

No. MC 8665 (Sub-No. 4), (CORRECTION), filed May 18, 1962, published FEDERAL REGISTER issue of July 25, 1962,

corrected July 31, 1962 and republished, as corrected, this issue. Applicant: BINGHAMTON SHORT LINES CORP., 123 Eldredge Street, Binghamton, N.Y. Applicant's attorney: Harry H. Frank, Commerce Building, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express, newspapers and mail*, in the same vehicle with passengers, between Carbondale, Pa. and Binghamton, N.Y., from Carbondale over U.S. Highway 106 to the Lenox Interchange of the Penn-Can Highway, Interstate Highway 81; thence by Interstate Highway 81 to Binghamton, and return over the same route, serving all intermediate points between Carbondale, Pa. and Lenox, Pa., including Lenox, Pa., which is located on U.S. Highway Route 106 at or near the Lenox Interchange of the Penn-Can Highway (Interstate Highway Route 81).

NOTE: The purpose of this republication is to eliminate the phrase "as an alternate route for operating convenience only in connection with applicant's regular-route operations" as previously published.

HEARING: Remains as assigned September 11, 1962, at the U.S. Court Rooms, Binghamton, N.Y., before Examiner Allen W. Hagerty.

No. MC 109598 (Sub-No. 30), filed July 24, 1962. Applicant: CAROLINA SCENIC STAGES, 217 North Converse Street, Spartanburg, S.C. Applicant's attorney: W. A. Hill, Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers, newspapers, express, mail, and baggage of passengers*, in the same vehicle with passengers, between junction South Carolina Highways 46 and 170 and Savannah, Ga.; from junction South Carolina Highways 46 and 170, over South Carolina Highway 170 to its junction with U.S. Highway 17; thence over U.S. Highway 17 to its junction with U.S. Highway 17A; thence over U.S. Highway 17A to Savannah, Ga., and return over the same route, serving all intermediate points.

NOTE: Applicant states it is under common control with Coastal Stages Corp. and The Gray Line of Charleston for the reason that Hamish Turner owns the controlling stock of applicant, applicant owns Coastal Stages Corp. as a wholly owned subsidiary and Coastal Stages Corp. owns The Gray Line of Charleston as a wholly owned subsidiary.

HEARING: September 24, 1962, at the U.S. Court Rooms, Columbia, S.C., before Joint Board No. 131.

#### APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

##### MOTOR CARRIERS OF PROPERTY

No. MC 730 (Sub-No. 212), filed July 26, 1962. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a Nevada Corporation, 1417 Clay Street, Oakland, Calif. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum lubricating oil and petroleum refined oil*, in bulk, in tank vehicles, from Portland, Ore., to Crescent City, Calif.

NOTE: Applicant states it controls Pacific and Atlantic Shippers, Inc. a freight forwarder holding Permit No. FF-52 and related subs, and National Carloading Corporation, a freight forwarder, Permits No. FF-68 and FF-71.

No. MC 40176 (Sub-No. 3), filed July 30, 1962. Applicant: CLARENCE BATES, doing business as WAYNE TRUCK LINE, Touristville, Ky. Applicant's attorney: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville 2, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Monticello, Ky., and points within five (5) miles thereof, to points in Illinois, Indiana, Michigan, and Ohio.

NOTE: Applicant states any duplicating authority resulting from its present Certificate of Public Convenience and Necessity No. MC 40176 is to be eliminated.

No. MC 46280, (Sub-No. 47), filed July 25, 1962. Applicant: DARLING FREIGHT, INC., 4000 Division Avenue South, Grand Rapids, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, (except those of unusual value, and except Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), (1) between Detroit, Mich., and Bath, Mich., and (2) between Lansing, Mich., and Bath, Mich.

No. MC 59680 (Sub-No. 136) filed July 30, 1962. Applicant: STRICKLAND TRANSPORTATION CO., INC., P.O. Box 5689, Dallas, Tex. Applicant's attorney: Ewell H. Muse, Jr., Suite 415 Perry Brooks Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value and except 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), (1) from Houston, Tex., over an unnumbered highway known as "Spencer Highway" to La Porte, Tex., and return over the same route, serving all intermediate points, (2) from Houston, Tex., over Texas Highway 225 to intersection with Texas Highway 146 to La Porte, Tex., and return over the same route, serving all intermediate points, and (3) from Houston, Tex., over Texas Highway 225 to intersection with Texas Highway 146, thence over Texas Highway 146 to Baytown, Tex., and return over the same route, serving all intermediate points.

NOTE: Applicant states it controls Strickland Motor Freight Lines, Inc.

No. MC 66562 (Sub-No. 1909), filed July 18, 1962. Applicant: RAILWAY EXPRESS AGENCY INCORPORATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, Railway Express Agency, Incorporated, Law Department, 219 East 42d Street, New York 17, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transport-

ing: *General commodities*, moving in express service, between Victoria, Tex., and Corpus Christi, Tex., from Victoria over U.S. Highway 77 to Sinton, Tex., thence over U.S. Highway 181 to Corpus Christi, and return over the same route, serving no intermediate points. RESTRICTION: (1) The service to be performed by applicant shall be limited to service which is auxiliary to, or supplemental of, express service; (2) shipments transported by applicant shall be limited to those moving on a through bill of lading or express receipt; and (3) such further specific conditions as the Commission in effect may find it necessary to impose in order to restrict applicant's operation to service which is auxiliary to or supplemental of, express service.

NOTE: Applicant states the proposed service will be an extension of and will be operated in connection with its existing authorized operation between Houston and Falfurrias, Tex., under certificate in MC 666562 (Sub-No. 1164).

No. MC 110525 (Sub-No. 525), filed July 27, 1962. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Creosote oil*, from Follansbee, W. Va., to Scotland Neck, N.C.

No. MC 119790 (Sub-No. 1), filed July 30, 1962. Applicant: L.S.V. TRANSPORTATION CO., a corporation, 423 Seventh Street, Prosser, Wash. Applicant's attorney: James T. Johnson, 609-11 Norton Building, Seattle 4, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feeds and feed ingredients*, (1) from points in Yakima, Grant, Benton, Franklin, Adams, Lincoln, Spokane, and Whitman Counties, Wash., to points in Clatsop, Washington, Multnomah, Clackamas, Yamhill, Marion, Polk, Benton, Linn, Lane, Douglas, Jackson, Jefferson, and Deschutes Counties, Ore., and (2) from points in Multnomah County, Ore., to points in Yakima, Grant, Benton, Franklin, Adams, Lincoln, Spokane, and Whitman Counties, Wash., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

No. MC 124102 (Sub-No. 1), filed July 30, 1962. Applicant: JAMES L. SORENSON AND THOMAS R. SORENSON, a partnership, doing business as SORENSON & SORENSON, 1540 Sunnyview Street, Libertyville, Ill. Applicant's attorney: Perry J. Synderman, 100 West Monroe Street, Chicago 3, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Milk and dairy products*, in refrigerated vehicles, from Gages Lake, Ill., to points in that part of Wisconsin bounded by a line beginning at Racine, Wis., and extending west along Wisconsin Highway 11 to Union Grove, Wis., thence south along U.S. Highway 45 to Bristol, Wis., and thence east along Wisconsin Highway 50 to Kenosha, Wis., and *empty containers or other such incidental facilities* (not spec-

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

No. MC 124507 (CORRECTION), filed June 4, 1962, published in FEDERAL REGISTER issue of June 20, 1962, republished this issue to correct the state designation of certain counties. Applicant: VIRGIL O. COMER, doing business as COMER SPREADER SERVICE, R.F.D. 1, Winchester, Va. Applicant's representative: Eston H. Alt, P.O. Box 81, Winchester, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural lime, limestone and fertilizer* from Alexandria and other points in named counties of Virginia and Maryland to points in named counties of Virginia, West Virginia, Maryland, and Pennsylvania. This republication is for the purpose of correcting the state designation of Hardy, Hampshire, Grant, Mineral, Morgan, Berkeley, and Jefferson Counties, which should have been shown as "W. Va."

No. MC 124595, filed July 5, 1962. Applicant: CASS SILKO, doing business as TONGASS TRANSFER, Mile 6, South Tongass, Ketchikan, Alaska. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *General commodities*, and (2) *empty containers or other such incidental facilities* (not specified) used in transporting general commodities, between points on Revillagigedo Island, Alaska.

No. MC 124597, filed July 5, 1962. Applicant: PERCY JAMES, doing business as ARROW TRANSFER, 227 Commercial Building, Ketchikan, Alaska. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities and empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, between points on Revillagigedo Island, Alaska.

#### MOTOR CARRIERS OF PASSENGERS

No. MC 111979 (Sub-No. 3) (REPUBLICATION), filed May 17, 1962, published FEDERAL REGISTER, issue of July 11, 1962 and republished this issue. Applicant: BEN F. HAUCK, doing business as THE VALLEY STAGES, 241 Center Street, NE., Salem, Ore. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers, baggage, express, mail, and newspapers*, in the same vehicle with passengers, between Monmouth, and Corvallis, Ore., from Monmouth over U.S. Highway 99W to Corvallis, and return over the same route serving the intermediate point of Camp Adair, located at Corvallis, Ore.

NOTE: Common control may be involved. The purpose of this republication is to show that this application will be handled under the no-hearing procedure.

#### NOTICE OF FILING OF PETITIONS AND CERTAIN REPUBLICATIONS

No. MC 93419 (Sub-No. 3) (REPUBLICATION), filed September 22, 1962, published FEDERAL REGISTER, issue of October 11, 1962, and republished this issue. Applicant: BALD EAGLE TRANSFER

COMPANY, a corporation, 300 Bellefonte Avenue, Lock Haven, Pa. Applicant's representative: John W. Frame, 603 North Front Street, Harrisburg, Pa. By application filed September 22, 1961, applicant sought authority to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: (1) *Paper and paper products*, from the plant sites of the Clinton Paper Company, Inc., Lock Haven and Castanea, Pa., to Washington, D.C.; Dover and Wilmington, Del.; Chicago, Elgin, Joliet, and Peoria, Ill.; Evansville, Fort Wayne, Indianapolis, South Bend, and Terre Haute, Ind.; Annapolis, Baltimore, Bethesda, College Park, Cumberland, Delmar, Ellicott City, Frederick, Fruitland, Gambrills, Hagerstown, Oakland, Rockville, Salisbury, Upper Marlboro, and Westminster, Md.; Detroit, Flint, Lansing, Pontiac, and Walled Lake, Mich.; Camden, Dayton, Deepwater, Jersey City, Newark, Paterson, Pennsville, Phillipsburg, Trenton, and Westmont, N.J.; Albany, Buffalo, Mechanicville, New York, North Tonawanda, Poughkeepsie, Rochester, Schenectady, Tonawanda, and Utica, N.Y.; Charlotte, Durham, Greensboro, and Raleigh, N.C.; Charleston and Greenville, S.C.; Arlington, Alexandria, Franconia, Franklin, Norfolk, Richmond, and Staunton, Va.; Parkersburg and Wheeling, W. Va.; and Madison, Milwaukee, and Sheboygan, Wis.; and (2) *materials used or useful in the manufacture of paper and paper products* from the destination points named above to the plant sites of the Clinton Paper Company, Inc., at Lock Haven and Castanea, Pa. A Decision and Order dated June 22, 1962, served June 29, 1962, authorized operation by applicant, in interstate or foreign commerce as a *common carrier* by motor vehicle, over irregular routes, (1) of *paper products* from Lock Haven and Castanea, Pa., to Dover and Wilmington, Del., Chicago, Elgin, Joliet, and Peoria, Ill.; Evansville, Fort Wayne, Indianapolis, South Bend, and Salisbury, Md., Detroit, Flint, Lansing, Pontiac, and Walled Lake, Mich., Camden, Dayton, Deepwater, Jersey City, Newark, Paterson, Pennsville, Phillipsburg, Trenton, and Westmont, N.J., Albany, Buffalo, Mechanicville, New York, North Tonawanda, Poughkeepsie, Rochester, Schenectady, and Utica, N.Y., Charlotte, Durham, Greensboro, and Raleigh, N.C., Charleston and Greenville, S.C., Franklin and Staunton, Va., Parkersburg and Wheeling, W. Va., and Madison, Milwaukee, and Sheboygan, Wis., and (2) of *materials used in the manufacture of paper products* (except commodities in bulk), from the destination points named in (1) above, to Lock Haven and Castanea, Pa., and stated that prior to the issuance of any certificate herein, a proper notice of the authority granted will be published in the FEDERAL REGISTER in order to allow a 30-day period during which any interested party, who may be affected by the broadened territorial scope of the application, may file an appropriate pleading.

No. MC 107107 (Sub-No. 188) (REPUBLICATION), filed November 27, 1961, published FEDERAL REGISTER, issue of January 10, 1962, and republished this

issue. Applicant: ALTERMAN TRANSPORT LINES, INC., P.O. Box 65, Allapattah Station, Miami 42, Fla. By application filed November 27, 1961, applicant sought authority to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Food, food ingredients, food coloring, food preservatives*, and (2) *advertising, promotional and display materials, and premiums*, from Baltimore, Md., to points in Florida. A decision and order dated June 21, 1962, and served June 27, 1962, authorized operation by applicant, in interstate or foreign commerce, as a *common carrier* by motor vehicle, over irregular routes, (1) of *hops, garlic, and horseradish roots*, in mixed shipments with commodities authorized to be transported under applicant's presently-held certificates, and of *prepared horseradish and horseradish cocktail sauce*, in vehicles equipped with mechanical refrigeration, and (2) of *advertising, promotional and display materials, and premiums* for the above-named commodities, from Baltimore, Md., to points in Florida, and stated that prior to the issuance of any certificate herein, a proper notice of the complete scope of the authority granted herein will be published in the FEDERAL REGISTER in order to allow a 30-day period during which time any interested party who may be adversely affected by the broadened commodity scope of such grant with respect to the notice of the application as previously published, may file an appropriate pleading.

No. MC 109478 (Sub-No. 11) (PETITION FOR WAIVER OF RULE 101(e) OF THE COMMISSION'S GENERAL RULES OF PRACTICE AND FOR LEAVE TO FILE FOR RECONSIDERATION, REVISION AND/OR CORRECTION OF CERTIFICATE), file March 14, 1962. Petitioner: WORSTER MOTOR LINES, INC., East Main Road, R.D. No. 1, North East, Pa. Petitioner's attorney: William W. Knox, 23 West 10th Street, Erie, Pa. On December 28, 1951, petitioner was authorized in Certificate No. MC 109478 Sub 11, to transport as a *common carrier*, over irregular routes: *Frozen fruits and frozen fruit juices*, between Erie and North East, Pa., and Brocton, Silver Creek, and Westfield, N.Y., on the one hand, and, on the other, points in the Lower Peninsula of Michigan. By the instant petition, petitioner prays that the commodity description "frozen fruit juices", be revised or corrected to read: "*frozen fruit juices and frozen fruit juice concentrates*". Any person or persons desiring to participate in this proceeding may, within 30 days from the date of the publication in the FEDERAL REGISTER, file an appropriate pleading.

No. MC 109478 (Sub-No. 13) (PETITION FOR WAIVER OF RULE 101(e) OF THE COMMISSION'S GENERAL RULES OF PRACTICE AND FOR LEAVE TO FILE FOR RECONSIDERATION, REVISION AND/OR CORRECTION OF CERTIFICATE), filed March 14, 1962. Petitioner: WORSTER MOTOR LINES, INC., East Main Road, R.D. No. 1, North East, Pa. Petitioner's attorney: William W. Knox, 23 West 10th Street, Erie, Pa. On May 18, 1953,



petitioner was authorized, in Certificate No. MC 109478 (Sub-No. 13), to transport, as a common carrier, over irregular routes: "Grape juice, tomato juice, honey, jams, jellies, and preserves, and frozen fruits, frozen fruit juices, and frozen tomato juice, from North East Pa., and Westfield, Brocton, and Silver Creek, N.Y., to points in Indiana and Illinois, with no transportation for compensation on return except as otherwise authorized. By the instant petition, petitioner prays that the commodity description: "Grape juice, tomato juice and frozen fruit juices and frozen tomato juice" as set forth in said Certificate, be revised or corrected to read: "Grape juice and grape juice concentrate, tomato juice and tomato juice concentrate, and frozen fruit juices and frozen fruit juice concentrates, and frozen tomato juice and frozen tomato juice concentrates". Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication in the FEDERAL REGISTER, file an appropriate pleading.

No. MC 109478 (Sub-No. 24) (PETITION FOR WAIVER OF RULE 101(e) OF THE COMMISSION'S GENERAL RULES OF PRACTICE AND FOR LEAVE TO FILE FOR RECONSIDERATION, REVISION AND/OR CORRECTION OF CERTIFICATE), filed March 14, 1962. Petitioner: WORSTER MOTOR LINES, INC., East Main Road, R.D. No. 1, North East, Pa. Petitioner's attorney: William W. Knox, 23 West 10th Street, Erie, Pa. On March 21, 1957, petitioner was authorized, in Certificate No. MC 109478 (Sub-No. 24), to transport, as a common carrier, over irregular routes "Fruit juices, in bulk, and frozen fruit juices, from Geneva, Ohio, to points in New York (except Auburn, Binghamton, Cortland, Elmira, Geneva, Ithaca, Endicott, Johnson City, Oneonta, Oswego, Rochester, Rome, Schenectady, Syracuse, Utica, and points on and south of a line from Glenn Falls, N.Y., to the Vermont-New York State line near Glenn Falls, and on and east of a line from Glenn Falls along U.S. Highway 9 to Albany, N.Y., and thence along U.S. Highway 9 to Albany, N.Y., and thence along U.S. Highway 9-W to New York, N.Y., and points in the New York, N.Y., Commercial Zone), points in Pennsylvania (except points in the Philadelphia, Pa., Commercial Zone), points in New Jersey (except points in the Philadelphia, Pa., Commercial Zone), and points in Maryland, Illinois, and those points in the Lower Peninsula of Michigan, with no transportation for compensation on return except as otherwise authorized." By the instant petition petitioner prays that the commodity description "fruit juices, in bulk, and frozen fruit juices" as set forth in said certificate, be revised or corrected to read: "fruit juices and fruit juice concentrates, in bulk, and frozen fruit juices and frozen fruit juice concentrates". Any person or persons desiring to participate in this proceeding may, within 30 days from the date of the publication in the FEDERAL REGISTER, file an appropriate pleading.

No. MC 110713 (Sub-No. 4) (PETITION FOR MODIFICATION OF PERMIT SO AS TO ADD AN ADDITIONAL SHIPPER), filed July 5, 1962. Petitioner MELVIN G. FIDLER, R.D. No. 1, P.O. Box 175, Mill Hall, Pa. Petitioner's attorney: Wendell Y. Blanning, Barr Building, Washington, D.C. Petitioner was issued a permit, dated March 22, 1962, authorizing transportation service to be performed in interstate or foreign commerce, over irregular routes, of clay products, from points in Lamar Township, Clinton County, Pa., and Mill Hall, Patton, Watsontown, Brockway, Osceola Mills, Worthington, Mifflinville, Saint Marys, and Kittanning, Pa., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. The operations authorized are limited to a transportation service to be performed under a continuing contract, or contracts, with Mill Hall Clay Products, Inc., of Mill Hall, Pa., Mill Hall Brick Works of Lock Haven, Pa., and Patton Clay Manufacturing Company of Patton, Pa. Petitioner requests that his existing permit be modified by adding to the restriction in the permit, authorization of service to be performed under a continuing contract, or contracts, with St. Marys Sewer Pipe Company, St. Marys, Pa. Any person or persons desiring to oppose the addition of the above-named shipper, may, within 30 days from the publication of this notice in the FEDERAL REGISTER, file an appropriate pleading.

No. MC 114211 (Sub-No. 23) (REPUBLICATION), filed November 9, 1960, published FEDERAL REGISTER, issue of January 11, 1961, and republished this issue. Applicant: DONALSON TRANSFER COMPANY, Waterloo, Iowa. Applicant's attorney: Charles W. Singer, 33 North LaSalle Street, Chicago, Ill. By application filed November 9, 1960, as amended, applicant sought authority to operate as a common carrier, by motor vehicle, over irregular routes, of experimental and show-display farm and industrial machinery and equipment, including tractors and incidental paraphernalia, all to be used for the purpose of show displays, field demonstration or experimental work when moving between the sites of plants, sales branches, warehouses, experimental stations and/or farms, shows, exhibits and field demonstrations owned, operated or used by Deere & Company, between all points in the United States, except Alaska and Hawaii. A report of the Commission, decided June 25, 1962, served June 25, 1962, and adopted June 28, 1962, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of experimental and show-display tractors and farm and industrial machinery and equipment which, at the time of movement, are being transported for purposes of display or experiment, and not for sale, and incidental paraphernalia moving in the same vehicles and at the same time, between

points in the United States, except Hawaii and Alaska, subject to the condition that any authority granted herein which is duplicative of that already held by applicant shall not be construed as conferring more than a single operating right. The report further states that members of the public who relied upon the notice as published in the FEDERAL REGISTER may have an interest which would be prejudiced by the broadening of the application. In the circumstances we shall republish in the FEDERAL REGISTER the authority actually granted herein and shall withhold the issuance of a certificate until the lapse of 30 days from the date of such republication, during which time any interested party may file a petition for further hearing.

#### 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-7906 (M. & G. CONVOY, INC., AND HULBERT FORWARDING CO., INC.—PURCHASE (PORTION)—GREAT LAKES FORWARDING CORP.), published in the July 6, 1961, issue of the FEDERAL REGISTER on page 6056. Application filed July 30, 1962, for temporary authority under section 210a(b).

No. MC-F-7907 (EASTERN AUTOMOBILE FORWARDING CO., INC.—PURCHASE (PORTION)—GREAT LAKES FORWARDING CORP.), published in the July 6, 1961, issue of the FEDERAL REGISTER on page 6057. Amendment filed August 1, 1962, to substitute FORREST E. WOLVERTON in lieu of FORREST E. WOLVERTON and LEROY FENNE, as applicant and person in control of EASTERN AUTOMOBILE FORWARDING CO., INC. Application filed August 1, 1962, for temporary authority under section 210a(b).

No. MC-F-8178 (CORRECTION) (JOHNSON MOTOR LINES, INC.—MERGER—EMMOTT-VALLEY TRANSPORTATION CO., INC.), published in the July 18, 1962, issue of the FEDERAL REGISTER on page 6809. The word accepting, should have been shown as excepting, among others, household goods and commodities in bulk \* \* \*.

No. MC-F-8201. Authority sought for purchase by C. B. JOHNSON, INC., P.O. Drawer "S", Cortez, Colo., of the operating rights of GLEN D. RUST and WAYNE RUST, 623 North Elm Street, Cortez, Colo., and for acquisition by C. B. Johnson, P.O. Drawer "S", Cortez, Colo., and DON WARD, 241 West 56th Avenue, Denver, Colo., of control of such rights through the purchase. Applicants' attorney: Peter J. Crouse, 730 Equitable Building, Denver 2, Colo. Operating rights sought to be transferred: Uranium and vanadium ores, in bulk, as a common carrier, over irregular routes

from points in San Juan County, Utah, to Naturita, Durango, and Uravan, Colo., and Thompsons, Utah, and from points in Utah, Arizona, and New Mexico within 150 miles of Monticello, Utah, to points in La Plata, Montrose, Mesa, and Garfield Counties, Colo. Transferee is authorized to operate under temporary authority, as a *common carrier*, in Docket No. MC-124230 Sub-1 TA, in the States of Colorado and New Mexico, pending disposition of an application filed April 30, 1962, for corresponding permanent authority. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8202. Authority sought for purchase by C. S. HENRY TRANSFER, INC., U.S. 301-A North, Rocky Mount, N.C., of the operating rights of JACK B. FARRAR and JAMES C. MURDOCK, a partnership, doing business as FARRAR TRANSFER & STORAGE WAREHOUSE, 1121 South Front Street, P.O. Box 418, Wilmington, N.C., and for acquisition by CLAUDE S. HENRY, VIDA B. HENRY, both of 1004 Tarboro Street, Rocky Mount, N.C., and M. WEBSTER HENRY, 417 Shady Circle Drive, Rocky Mount, N.C., of control of such rights through the purchase. Applicants' attorney: James E. Wilson, Wilson, Woods & Villalon, Perpetual Building, 1111 E Street NW., Washington, D.C. Operating rights sought to be transferred: *Livestock*, as a *common carrier*, over irregular routes, from Wilmington, N.C., to Richmond, Va., and from Alexandria, Va., and points in Virginia within 25 miles of Alexandria, to points in New Hanover County, N.C.; *agricultural commodities*, from Wilmington, N.C., and points within 25 miles of Wilmington, to Washington, D.C., Baltimore, Md., and Philadelphia, Pa.; *textile machinery*, from Baltimore, Md., to Wilmington, N.C.; *citrus fruits*, from points in Florida to Wilmington, N.C.; *burlap*, from Wilmington, N.C., to Marion, Columbia, and Spartanburg, S.C.; *general commodities*, excepting, among others, household goods and commodities in bulk, between Wilmington, N.C., and points within 25 miles of Wilmington, on the one hand, and, on the other, points in North Carolina, and that part of South Carolina bounded by a line beginning at the North Carolina-South Carolina State line and extending along U.S. Highway 76 to Columbia, S.C., thence along U.S. Highway 21 to Orangeburg, S.C., thence along U.S. Highway 178 to Charleston, S.C., thence along the Atlantic Coast to the North Carolina-South Carolina State line, and thence along the North Carolina-South Carolina State line to the point of beginning, including points on the indicated portions of the highways specified. Vendee is authorized to operate as a *common carrier* in North Carolina, New York, Virginia, Maryland, New Jersey, Pennsylvania, Delaware, Georgia, South Carolina, Florida, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8203. Authority sought for purchase by VAN GORP VAN SERVICE, INC., 994 Longfield Avenue, Louisville 14, Ky., of the operating rights of OWSLEY VAN SERVICE, INC., 2698 Main Street,

Clearwater, Fla., and for acquisition by J. VERNON PAXTON and T. W. CUMMINS, JR., both of 994 Longfield Avenue, Louisville, Ky., of control of such rights through the purchase. Applicants' attorney: Ollie L. Merchant, Suite 202, 140 South Fifth Street, Louisville 2, Ky. Operating rights sought to be transferred: *Race horses and show horses*, and *stable supplies and equipment*, and personal effects of attendants in the same vehicle with horses, as a *common carrier* over irregular routes, between points in Kentucky, Indiana, Ohio, Michigan, and Illinois, and between points in Alabama, Arizona, Arkansas, California, Delaware, Florida, Georgia, Louisiana, Maryland, Mississippi, Missouri, New Jersey, New York, North Carolina, Oklahoma, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and the District of Columbia, on the one hand, and, on the other, points in Kentucky. Vendee is authorized to operate as a *common carrier* in Michigan, Ohio, Illinois, Kentucky, Louisiana, Arkansas, Florida, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, Texas, Oklahoma, Indiana, Kansas, Missouri, Nebraska, and Colorado. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8204. Authority sought for purchase by EXLEY EXPRESS, INC., 2204 Southeast Eighth Avenue, Portland 14, Ore., of the operating rights of RUDOLPH OLSEN, an individual, Sherwood, Ore., and for acquisition by JOSEPH M. EXLEY, also of Portland, of control of such rights through the purchase. Applicants' attorney: James T. Johnson, 609 Norton Building, Seattle 4, Wash. Operating rights sought to be transferred: *Farm products, farm implements, canned goods, sacks, paper cartons, and sugar*, as a *common carrier* over irregular routes, between Sherwood, Ore., on the one hand, and, on the other, points in Clark County, Washington, and those in Washington, Multnomah, Yamhill, Polk, Lincoln, Lane, Benton, Linn, Marion, Clackamas, Hood River, Wasco, Sherman, Gilliam, Morrow, and Umatilla Counties, Ore. Vendee is authorized to operate as a *common carrier* in Washington, California, Oregon, Arizona, and Idaho. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8205. Authority sought for purchase by ALL ISLAND DELIVERY SERVICE, INC., 100 Duffy Avenue, Hicksville, N.Y., of the operating rights of H. E. SWEZEY & SON MOTOR TRANSPORTATION, INC. (M. JAY FEIN, TRUSTEE), 141 Broadway, New York, N.Y., and for acquisition by RICHARD WIENECKE, also of Hicksville, of control of such rights through the purchase. Applicants' representatives: William D. Traub, 10 East 40th Street, New York 16, N.Y., and Palmer, Masia & Palmer, 320 Broadway, New York 7, N.Y. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods but not excepting commodities in bulk, as a *common carrier* over irregular routes, between points in Suffolk and Nassau Counties, N.Y., on the one hand, and, on the other, New York, N.Y., points in

Passaic, Bergen, Hudson, Essex, Union, and Middlesex Counties, N.J., and those in the Philadelphia Commercial zone as defined by the Commission in Philadelphia, Pa., Commercial Zone, 17 M.C.C. 533. Vendee operates under the Second Proviso of section 206(a)(1) of the Interstate Commerce Act, in the State of New York. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8206. Authority sought for purchase by L. STANLEY STRANG and DONALD E. STRANG, a partnership, doing business as STRANG TRANSPORTATION, Center and Elmer Streets, Elmer, N.J., of the operating rights of BEN MOZENTER (HARRIS Y. COTTON, TRUSTEE), 6-8 North Broad Street, Woodbury, N.J. Applicants' representatives: Charles H. Trayford, Transportation Consultant, 220 East 42d Street, New York 17, N.Y., and Harris Y. Cotton, 6-8 North Broad Street, Woodbury, N.J. Operating rights sought to be transferred: *Filtering plant equipment and apparatus*, as a *common carrier* over irregular routes, from Clayton, N.J., to Newark and Wilmington, Del., Annapolis, Baltimore, Elkton, and Havre de Grace, Md., Beacon, Haverstraw, Newburg, Nyack, Ossining, Peekskill, Yonkers and New York, N.Y., Allentown, Ardmore, Bethlehem, Bristol, Chester, Columbia, Denver, Dowingtown, Doylestown, Elizabethtown, Emaus, Ephrata, Hamburg, Harrisburg, Hershey, Kutztown, Lancaster, Lebanon, Marcus Hook, Morrisville, Philadelphia, Pottstown, Quakertown, Reading, West Chester, and York, Pa., and Washington, D.C.; *sand*, from Sewell, N.J., to the above-specified destination points; *grain*, and *grain products*, from Philadelphia, Pa., to points in New Jersey; *paper stock*, and *waste paper*, from Atlantic City, N.J., to Philadelphia, Pa.; *ground fish meal and ground crab meal*, in bags, from points in Cape May County, N.J., to points in Pennsylvania and Delaware; *grain and animal feeds*, between Philadelphia, Pa., on the one hand, and, on the other, points in Delaware and Maryland, and between points in Delaware and Maryland, on the one hand, and, on the other, points in Cape May, Cumberland, Atlantic, Salem, Gloucester, Camden, Burlington, Ocean, Mercer, and Monmouth Counties, N.J.; *mercer and poultry feed*, and *ingredients used in the manufacture of such feed*, in packages and in bulk, other than in tank vehicles, from Philadelphia, Pa., to points in New Castle County, Del., and Salem County, N.J., from points in New Castle County, Del., to points in Salem County, N.J., and between points in New Castle County, Del., and points in Delaware County, Pa. Vendee is authorized to operate as a *common carrier* in Pennsylvania, New York, New Jersey, Maryland, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8207. Authority sought for purchase by ROBIDEAU'S EXPRESS, INC., 460 Oregon Avenue, Philadelphia 48, Pa., of the operating rights and property of J. M. TRANSPORTATION COMPANY, INC., 460 Oregon Avenue, Philadelphia 48, Pa., and for acquisition by VINCENT D'ANELLA, SR., 1101 Gerritt

Street, Philadelphia, Pa., MARY MELSO, 1127 Cross Street, Philadelphia, Pa., and LOUIS D'ANELLA, 2505 South Lambert Street, Philadelphia, Pa., of control of such rights and property through the purchase. Applicants' representative: Charles H. Trayford, 220 East 42d Street, New York 17, N.Y. Operating rights sought to be transferred: *Beer and groceries*, as a *common carrier* over regular routes, between Philadelphia, Pa., and Swedesboro, N.J., serving the intermediate point of Camden, N.J., and between Philadelphia, Pa., and New York, N.Y., serving the intermediate points of Hammonton, Trenton, New Brunswick, Newark, and Jersey City, N.J.; *empty beer containers*, from Philadelphia, Pa., to New York, N.Y., serving no intermediate points. Vendee is authorized to operate as a *common carrier* in Pennsylvania, New Jersey, Delaware, Maryland, New York, 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. 62-7884; Filed, Aug. 7, 1962; 8:49 a.m.]

**FOURTH SECTION APPLICATION FOR RELIEF**

AUGUST 3, 1962.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

**LONG-AND-SHORT HAUL**

FSA No. 37864: *Bituminous fine coal to Oelwein, Iowa*. Filed by Illinois Freight Association, Agent (No. 180), for interested rail carriers. Rates on bituminous fine coal, as described in the application, in carloads, from mine origins in Illinois, Indiana and western Kentucky, to Oelwein, Iowa.

Grounds for relief: Natural gas competition.

Tariffs: Supplement 55 to Illinois Freight Association tariff I.C.C. 122, and 8 other schedules named in the application.

By the Commission.

[SEAL] HAROLD D. MCCOY,  
Secretary.

[F.R. Doc. 62-7881; Filed, Aug. 7, 1962; 8:48 a.m.]

**DEPARTMENT OF LABOR**

**Wage and Hour Division**

**CERTIFICATES AUTHORIZING EMPLOYMENT OF FULL-TIME STUDENTS WORKING OUTSIDE OF SCHOOL HOURS IN RETAIL OR SERVICE ESTABLISHMENTS AT SPECIAL MINIMUM WAGES**

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards

Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of full-time students (29 CFR Part 519), and Administrative Order No. 561 (27 F.R. 4001) the establishments listed in this notice have been issued special certificates authorizing the employment of full-time students working outside of school hours at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, type of establishment and total number of employees of the establishment are as indicated below. Pursuant to § 519.6(b) of the regulations, the minimum certificate rates are not less than 85 percent of the minimum applicable under section 6 of the Fair Labor Standards Act.

The following certificates were issued pursuant to 29 CFR 519.6 (c) and (g) providing for an allowance not to exceed the proportion of the total number of hours worked by full-time students at rates below \$1.00 an hour to the total number of hours worked by all employees in the establishment during the base period, or 10 percent, whichever is lesser, in occupations of the same general classes in which the establishment employed full-time students at wages below \$1.00 an hour in the base period.

**Region I**

W. T. Grant Co., 191 Main Street, Berlin, N.H.; effective 7-11-62 to 7-10-63 (department store; 28 employees).

**Region II**

G. C. Murphy Co. (#135), Pacific and Wildwood Avenues, Wildwood, N.J.; effective 6-10-62 to 6-9-63 (variety store; 33 employees).  
G. C. Murphy Co. (#136), 759-61 Asbury Avenue, Ocean City, N.J.; effective 6-10-62 to 6-9-63 (variety store; 17 employees).

**Region VI**

Archer Ave. Big Store, Inc., 4181-93 Archer Avenue, Chicago 32, Ill.; effective 7-16-62 to 6-9-63 (department store; 76 employees).  
Greenfield Search Foods Stores, Inc., Greenfield, Ill.; effective 7-16-62 to 6-9-63 (food store; 10 employees).  
Roodhouse Search Foods Stores, Inc., Roodhouse, Ill.; effective 7-16-62 to 6-9-63 (food store; 11 employees).  
White Hall Search Foods Stores, Inc., White Hall, Ill.; effective 7-16-62 to 6-9-63 (food store; 12 employees).  
F. W. Woolworth Co., 114 Southgate Plaza, Fort Wayne, Ind.; effective 7-16-62 to 6-9-63 (variety store; 42 employees).  
Younker Brothers, Inc., 1629 Second Avenue, Rock Island, Ill.; effective 7-17-62 to 6-9-63 (department store; 45 employees).  
Younker Brothers, Inc., 1417 First Avenue, Austin, Minn.; effective 7-17-62 to 6-9-63 (department store; 25 employees).

**Region VII**

Thomas Kilpatrick & Co., 15th and Douglas Street, Omaha, Nebr.; effective 7-16-62 to 7-15-63 (department store; 463 employees).  
Thomas Kilpatrick & Co., 42d and Center Street, Omaha, Nebr.; effective 7-16-62 to 7-15-63 (department store; 149 employees).  
Younker Brothers, Inc., 323 Main, Ames, Iowa; effective 7-16-62 to 7-15-63 (department store; 53 employees).  
Younker Brothers, Inc., Merle Hay Plaza, 503 Merle Hay Plaza, Des Moines, Iowa; effective 7-16-62 to 7-15-63 (department store; 231 employees).  
Younker Brothers, Inc., Seventh and Walnut Street, Des Moines, Iowa; effective 7-16-62 to 7-15-63 (department store; 1,692 employees).

Younker Brothers, Inc., Ninth and Central, Fort Dodge, Iowa; effective 7-16-62 to 7-15-63 (department store; 50 employees).  
Younker Brothers, Inc., 111 East Washington, Iowa City, Iowa; effective 7-16-62 to 7-15-63 (department store; 65 employees).  
Younker Brothers, Inc., 22-24 Main (E.), Marshalltown, Iowa; effective 7-16-62 to 7-15-63 (department store; 51 employees).  
Younker Brothers, Inc., 118 High Street W., Oskaloosa, Iowa; effective 7-16-62 to 7-15-63 (department store; 19 employees).  
Younker Brothers, Inc., 129 East Main, Ottumwa, Iowa; effective 7-16-62 to 7-15-63 (department store; 43 employees).  
Younker Brothers, Inc., Fourth and Nebraska and Fourth and Pierce, Sioux City, Iowa; effective 7-16-62 to 7-15-63 (department store; 517 employees).

**Region VIII**

C. R. Anthony Co. (#35), 1813 North East 23d, Oklahoma City, Okla.; effective 7-23-62 to 7-22-63 (department store; 32 employees).  
Brannons United Super (#2), 114 Glenwood Plaza, Midwest City, Okla.; effective 6-10-62 to 6-9-63 (food store; 39 employees).

**Region X**

Cooke's Food Store, 17 Broad Street SW., Cleveland, Tenn.; effective 7-11-62 to 7-10-63 (food store; 29 employees).  
McCroxy-McLellan-H. L. Green (#96), 517-519 Market Street, Parkersburg, W. Va.; effective 7-13-62 to 7-12-63 (variety store; nine employees).  
Rose's 5-10-25c Store (#57), Christiansburg, Va.; effective 7-7-62 to 7-6-63 (variety store; 25 employees).  
Rose's 5-10-25c Store, 133-139 Washington Street, Suffolk, Va.; effective 7-11-62 to 7-10-63 (variety store; 28 employees).

The following certificates were issued to establishments coming into existence after May 1, 1960, under paragraphs (c), (d), (g), and (h) of § 519.6 of 29 CFR Part 519. The certificates permit the employment of full-time students at rates below \$1.00 an hour in the classes of occupations listed, and provide for limitations on the percentage of full-time student hours of employment at rates below \$1.00 an hour to total hours of employment of all employees. The percentage limitations vary from month to month between the minimum and maximum figures indicated.

Enid Variety, Inc., d/b/a T. G. & Y. Stores (#65), 112 North Independence, Enid, Okla.; effective 7-16-62 to 7-15-63; sales clerk, stock clerk, office clerk; 10 percent each month (variety store; 15 employees).  
Food Mart (#2), 3116 North Piedres, El Paso, Tex.; effective 7-24-62 to 7-23-63; bagger, carry-out, stock clerk, janitor, checker; between 9.2 percent and 10 percent (food store; 19 employees).  
Food Mart (#6), 801 South Hammett, El Paso, Tex.; effective 7-24-62 to 7-23-63; bagger, carry-out, stock clerk, janitor, checker; between 1.7 percent and 10 percent (food store; 15 employees).  
Food Mart (#17), 3500 Denton Highway, Fort Worth, Tex.; effective 7-23-62 to 7-22-63; stock clerk, checker, carry-out, bagger, janitor; 10 percent each month (food store; 24 employees).  
Food Mart (#27), 7940 North Haven, Dallas, Tex.; effective 7-24-62 to 7-23-63; bag boy, carry-out, janitor, stock clerk, checker; 10 percent each month (food store; 16 employees).  
Food Mart (#28), 2730 Samuels Boulevard, Dallas, Tex.; effective 7-24-62 to 7-23-63; bag boy, carry-out, janitor, stock clerk, checker; 10 percent each month (food store; 13 employees).

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Food Mart (#40), 3000 South Lancaster, Dallas, Tex.; effective 7-24-62 to 7-23-63; bag boy, carry-out, janitor, stock clerk, checker; 10 percent each month (food store; 23 employees).

Food Mart (#43), 6615 Meadowbrook, Fort Worth, Tex.; effective 7-24-62 to 7-23-63; bagger, carry-out, checker, janitor, stock clerk; 10 percent each month (food store; 21 employees).

Food Mart (#44), 3630 Forrest Lane, Dallas, Tex.; effective 7-24-62 to 7-23-63; bag boy, carry-out, checker, janitor, stock clerk; 10 percent each month (food store; 18 employees).

Food Mart (#45), 8585 Ferguson Street, Dallas, Tex.; effective 7-24-62 to 7-23-63; bag boy, carry-out, janitor, stock boy, checker; 10 percent each month (food store; 35 employees).

S. S. Kresge Co. (#49), 1104 East Meyer Boulevard, Kansas City, Mo.; effective 7-14-62 to 7-13-63; sales clerk; 10 percent each month (variety store; 38 employees).

S. S. Kresge Co. (#554), 23d Avenue at 41st Street, Kings Plaza Shopping Center, Moline, Ill.; effective 7-17-62 to 7-16-63; sales clerk; 10 percent each month (variety store; 45 employees).

G. C. Murphy Co. (#150), Roosevelt Mall Shopping Center, 4423 Roosevelt Boulevard, Jacksonville 10, Fla.; effective 7-12-62 to 7-11-63; sales, clerical, stock keeping, janitorial; between 9.4 percent and 10 percent (variety store; 41 employees).

G. C. Murphy Co. (#161), 156 Apache Plaza, Minneapolis 21, Minn.; effective 7-12-62 to 7-11-63; sales, clerical, stock keeping, janitorial; 10 percent each month (variety store; 68 employees).

G. C. Murphy Co. (#280), 10 Olympia Park Plaza, McKeesport, Pa.; effective 7-12-62 to 7-11-63; sales, clerical, stock keeping, janitorial; between 3.0 percent and 10 percent (variety store; 57 employees).

G. C. Murphy Co. (#277), 1127-1137 Mount Prospect Plaza, Mount Prospect, Ill.; effective 7-12-62 to 7-11-63; sales, clerical, stock keeping, janitorial; 10 percent each month (variety store; 65 employees).

G. C. Murphy Co. (#284), 5217-5229 West Colonial, Orlando, Fla.; effective 7-12-62 to

7-11-63; sales, clerical, stock keeping, janitorial; between 3.3 percent and 10 percent (variety store; 45 employees).

G. C. Murphy Co. (#285), 3901-03 Erdman Avenue, Baltimore 13, Md.; effective 7-12-62 to 7-11-63; sales, clerical, stock keeping, janitorial; 10 percent each month (variety store; 52 employees).

G. C. Murphy Co. (#289), 10 Northwest Sixth Street, Gainesville, Fla.; effective 7-12-62 to 7-11-63; sales, clerical, stock keeping, janitorial; between 9.4 percent and 10 percent (variety store; 73 employees).

G. C. Murphy Co. (#290), 7001 Taft Street, West Hollywood, Fla.; effective 7-12-62 to 7-11-63; sales, clerical, stock keeping, janitorial; between 9.8 percent and 10 percent (variety store; 60 employees).

G. C. Murphy Co. (#292), Corry Field Shopping Center, Pensacola, Fla.; effective 7-12-62 to 7-11-63; sales, clerical, stock keeping, janitorial; 10 percent each month (variety store; 88 employees).

Nelsner Brothers, Inc. (#183), 811 North Seventh Street, Dade City, Fla.; effective 7-20-62 to 7-19-63; sales clerk, stock clerk, clerical; between 9.8 percent and 10 percent (variety store; 27 employees).

Newberry Northwoods Corp. (#70), Natural Bridge & Lucas Hunt, St. Louis 20, Mo.; effective 7-18-62 to 7-17-63; office clerk, stock clerk, marker, sales clerk, porter; between 2.4 percent and 10 percent (department store; 258 employees).

F. W. Woolworth Co. (#2562), 302 Ridge-wood S/C, Garland, Tex.; effective 7-19-62 to 7-18-63; sales ladies; between 9.8 percent and 10 percent (variety store; 18 employees).

F. W. Woolworth Co., Eastland Plaza Shopping Center, 2624 East Third Street, Bloomington, Ind.; effective 7-16-62 to 7-15-63; sales clerk, stock clerk; between 0 and 10 percent (variety store; 30 employees).

F. W. Woolworth Co., 224 Main Street, LaFayette, Ind.; effective 7-16-62 to 7-15-63; sales clerk; between 0 and 8.8 percent (variety store; 17 employees).

F. W. Woolworth Co., Black Horse Pike Shopping Center, Black Horse Pike and Nicholson Road, Audubon, N.J.; effective 7-18-62 to 7-17-63; sales, stock clerk; be-

tween 7.8 percent and 10 percent (variety store; 27 employees).

F. W. Woolworth Co., Beachwood Shopping Center, Route 9 and Gladney, Bayville, N.J.; effective 7-18-62 to 7-17-63; sales, stock clerk; between 7.8 percent and 10 percent (variety store; 27 employees).

F. W. Woolworth Co., Levittown Shopping Center, Route 130, Levittown, N.J.; effective 7-18-62 to 7-17-63; sales, stock clerk; between 7.8 percent and 10 percent (variety store; 27 employees).

F. W. Woolworth Co., Cherry Hill Shopping Center, 601 Cherry Hill, Merchantville, N.J.; effective 7-18-62 to 7-17-63; sales, stock clerk; between 7.8 percent and 10 percent (variety store; 27 employees).

F. W. Woolworth Co., 313 South Stanton Street, El Paso, Tex.; effective 7-23-62 to 7-22-63; sales clerk; between 0.8 percent and 9.5 percent (variety store; 58 employees).

Each certificate has been issued upon the representations of the employer which, among other things, were that employment of full-time students at special minimum rates is necessary to prevent curtailment of opportunities for employment, and the hiring of full-time students at special minimum rates will not tend to displace full-time employees. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 519.9.

Signed at Washington, D.C., this 1st day of August 1962.

ROBERT G. GRONEWALD,  
Authorized Representative  
of the Administrator.

[F.R. Doc. 62-7800; Filed, Aug. 7, 1962; 8:48 a.m.]

CUMULATIVE CODIFICATION GUIDE—AUGUST

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