

FEDERAL REGISTER

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Pages 311-416

PART I

(Part II begins on page 383)

Agencies in this issue—

Agency for International Development
Agricultural Stabilization and
Conservation Service
Atomic Energy Commission
Civil Service Commission
Consumer and Marketing Service
Customs Bureau
Defense Supply Agency
Emergency Planning Office
Federal Aviation Agency
Federal Communications Commission
Federal Home Loan Bank Board
Federal Maritime Commission
Federal Power Commission
Federal Reserve System
Federal Trade Commission
Fish and Wildlife Service
Food and Drug Administration
General Services Administration
Interagency Textile Administrative
Committee
Internal Revenue Service
International Commerce Bureau
National Bureau of Standards
Securities and Exchange Commission
Small Business Administration
State Department
Treasury Department

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The Supplements to Title 3 of the Code of Federal Regulations contain the full text of proclamations, Executive orders, reorganization plans, trade agreement letters, and certain administrative orders issued by

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List of CFR Parts Affected

(Codification Guide)

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date appears at the end of each issue beginning with the second issue of the month.

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1966, and specifies how they are affected.

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Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

[No. 19,639]

PART 545—OPERATIONS

Loans in Excess of 80 Percent of Value

JANUARY 6, 1966.

Whereas, by Federal Home Loan Bank Board Resolution No. 19,480, dated November 5, 1965, and duly published in the FEDERAL REGISTER on November 11, 1965 (30 F.R. 14202), this Board resolved pursuant to Part 508 of the general regulations of the Board (12 CFR Part 508) and § 542.1 of the rules and regulations of the Federal Savings and Loan System (12 CFR 542.1) to propose an amendment to § 545.6-1 of the rules and regulations of the Federal Savings and Loan System (12 CFR 545.6-1) relating to loans in excess of 80 percent of value, the substance of which proposal was set out in said publication, and

Whereas, all relevant material presented or available having been considered by it;

Now, therefore, be it resolved, that this Board hereby determines to modify the proposal as hereinafter set forth:

1. Strike the word "and" at the end of subdivision (ix) of subparagraph (4) of paragraph (a) of § 545.6-1, aforesaid;

2. Strike the period at the end of subdivision (x) of subparagraph (4) of paragraph (a) of § 545.6-1, aforesaid, and insert in lieu thereof a semicolon and the word "and"; and

3. Add a new subdivision (xi).

Be it further resolved that, as so modified, said proposal is hereby adopted.

These amendments shall be effective January 12, 1966.

(Sec. 5, 48 Stat. 132, as amended; 12 U.S.C. 1462. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Be it further resolved that, inasmuch as the foregoing amendment relieves restriction, the Board hereby finds that postponement of the effective date under the provisions of § 508.14 of the general regulations of the Federal Home Loan Bank Board and section 4(c) of the Administrative Procedure Act is not required and the Board hereby provides that the said amendment shall become effective as hereinbefore set forth.

By the Federal Home Loan Bank Board.

[SEAL] GRENVILLE L. MILLARD, Jr.,
Assistant Secretary.

In § 545.6-1(a)(4), subdivisions (v), (vi), and (vii) are amended and subdivision (xi) is added to read as follows:

§ 545.6-1 Lending powers under sections 13 and 14 of Charter K.

(a) Homes or combination of homes and business property. . . .

(4) Loans in excess of 80 percent of value. . . .

(v) The borrower, including a purchaser defined as a borrower in the proviso clause of subdivision (x) of this subparagraph, has executed, not earlier than the date on which the security instrument securing the loan is executed and, except as provided by subdivision (x) of this subparagraph, not later than the date on which any disbursement on the loan is made, a certification in writing stating (a) the purpose for which the loan is sought and, if for the purpose of enabling the borrower to purchase the security property, the name of the vendor or vendors; (b) that no lien or charge upon such property, other than the lien of the association or liens or charges which will be discharged from the proceeds of the loan, has been given or executed by the borrower or has been contracted or agreed to be so given or executed; and (c) that the borrower is actually occupying the property as a dwelling or that the borrower in good faith intends to do so;

(vi) If the loan is sought or assumed for the purpose of enabling a purchaser to acquire the security property, the vendor or vendors have executed, not earlier nor later than the dates specified in subdivision (v) of this subparagraph, a certification in writing stating that no lien or charge upon such property, other than the lien of the association or liens or charges which will be discharged from the proceeds of the loan, has been given or executed to the vendor or vendors by the purchaser or has been contracted or agreed to be so given or executed;

(vii) If the loan is sought or assumed for the purpose of enabling a purchaser to acquire the security property, the purchaser and the vendor or vendors have jointly executed, prior to approval of the loan, a certification in writing stating (a) the purchase price of the security property and the items comprising such price and (b) that there is outstanding a contract or agreement between the vendor or vendors and the purchaser that the security property will be conveyed to the purchaser;

(xi) In the case of a loan purchased by a Federal association from other than a Federal association, each certification required by subdivisions (v), (vi), and (vii) of this subparagraph (4) shall contain a statement that the certification is made for the purpose of inducing a Federal savings and loan association to purchase the loan.

[F.R. Doc. 66-358; Filed, Jan. 11, 1966; 8:50 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 66-8]

PART 1—CUSTOMS DISTRICTS, PORTS AND STATIONS

Customs Seal

Section 1.9(a) of the Customs regulations describes the design of the customs seal which is impressed upon all documents requiring the impress of a seal. A new design for the customs seal has been furnished by the Treasury Department. Accordingly, § 1.9(a) is amended to read as follows:

§ 1.9 Customs seal.

(a) The customs seal of the United States consisting of the seal of the Treasury Department surrounded by an outer circle in which appears the words "Treasury Department" at the top and "Bureau of Customs" at the bottom according to the design furnished by the Treasury Department, shall be impressed upon all official documents requiring the impress of a seal.

(R.S. 161, as amended, 251; 5 U.S.C. 22, 19 U.S.C. 66)

This amendment shall become effective 60 days after the date of its publication in the FEDERAL REGISTER.

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

Approved: January 5, 1966.

TRUE DAVIS,
Assistant Secretary
of the Treasury.

[F.R. Doc. 66-340; Filed, Jan. 11, 1966; 8:48 a.m.]

Title 7—AGRICULTURE

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

SUBCHAPTER C—SPECIAL PROGRAMS

PART 775—FEED GRAINS

Subpart—1966 Through 1969 Feed Grain Program Regulations

§ 775.427 County projected yields and county rates.

County projected yields and the county rates for determining diversion payments for the 1966 crops of barley, corn, and grain sorghum are as follows:

RULES AND REGULATIONS

ALABAMA		Barley		Corn		Grain sorghum	
County	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield
District 1:							
Colbert	38.3	1.06	43.0	1.44	27.1	1.19	24.8
Fayette	41.0	1.06	41.0	1.44	26.2	1.19	24.8
Franklin	32.5	1.06	37.6	1.44	24.6	1.19	24.9
Lamar			39.3	1.44	29.1	1.19	
Marion				1.44	28.0	1.19	
District 2:							
Lauderdale	34.2	1.06	42.3	1.44	31.7	1.19	
Lawrence	33.6	1.06	38.4	1.44	31.1	1.19	
Limestone	34.7	1.06	44.0	1.44	31.0	1.19	
Madison			49.7	1.44	29.4	1.19	
Morgan			47.3	1.44	28.2	1.19	
District 2A:							
Bibb	31.9	1.06	42.4	1.44			
Blount			43.0	1.44	31.0	1.19	
Chilton			42.5	1.44	26.7	1.19	
Cullman			40.3	1.44	25.1	1.19	
Cullman			45.1	1.44	25.1	1.19	
Jefferson			42.1	1.44	25.5	1.19	
Saint Clair	31.9	1.06	39.2	1.44	28.4	1.19	
Shelby	32.5	1.06	38.9	1.44	27.2	1.19	
Walker			42.6	1.44	27.2	1.19	
Wilcox			41.0	1.44	25.7	1.19	
District 3:							
Calhoun			43.0	1.44	25.7	1.19	
Cherokee	33.6	1.06	39.6	1.44	29.6	1.19	
Chester			34.1	1.44	25.7	1.19	
De Kalb	33.0	1.06	39.8	1.44	29.8	1.19	
Etowah			45.1	1.44	27.0	1.19	
Jackson	33.6	1.06	45.8	1.44	29.8	1.19	
District 4:							
Greene	30.3	1.06	38.6	1.44	22.6	1.19	
Madison	30.3	1.06	33.1	1.44	22.5	1.19	
Madison			33.0	1.44	26.3	1.19	
Pickens			32.0	1.44	27.2	1.19	
Sumter			32.0	1.44	24.2	1.19	
Tuscaloosa			30.0	1.44	25.4	1.19	
District 5:							
Autauga	34.2	1.06	40.0	1.44	25.9	1.19	
Dallas	30.3	1.06	24.9	1.44	24.9	1.19	
Elmore			28.2	1.44	26.4	1.19	
Lowndes			27.4	1.44	27.4	1.19	
Montgomery			35.6	1.44	26.3	1.19	
Wilcox	30.8	1.06	36.8	1.44	24.5	1.19	
District 6:							
Chambers	30.3	1.06	31.5	1.44	22.7	1.19	
Clay			34.2	1.44	25.6	1.19	
Coosa			33.8	1.44	22.3	1.19	
Lee	30.3	1.06	32.4	1.44	25.0	1.19	
Macon			30.7	1.44	29.0	1.19	
Randolph			33.6	1.44	24.7	1.19	
Russell			32.2	1.44	27.5	1.19	
Tallapoosa			34.5	1.44	22.5	1.19	
District 7:							
Baldwin			47.8	1.44	37.0	1.19	
Choctaw			33.5	1.44	26.3	1.19	
Clarke			34.4	1.44	26.5	1.19	
Mobile			42.8	1.44	34.3	1.19	
Washington	30.3	1.06	40.3	1.44	28.3	1.19	
District 8:							
Butler			38.0	1.44	28.3	1.19	
Conecuh			36.1	1.44	26.5	1.19	
Covington			36.2	1.44	23.8	1.19	
Escambia			39.2	1.44	32.0	1.19	
Monroe			38.4	1.44	30.2	1.19	
District 9:							
Barbour			37.7	1.44	28.7	1.19	
Bullock			34.4	1.44	29.5	1.19	
Coffee	30.3	1.06	33.5	1.44	25.5	1.19	
Dale			37.2	1.44	26.1	1.19	

ALABAMA—Continued		Barley		Corn		Grain sorghum	
County	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield
District 9—Continued							
Geneva			37.6	1.44	24.8	1.19	
Henry			39.3	1.44	25.6	1.19	
Houston			38.6	1.44	25.6	1.19	
Pike	30.3	1.06	33.0	1.44	24.9	1.19	
State check yield	34.6		39.8		37.2		
ARIZONA							
District 2:							
Apache	47.6	0.91	10.3	1.48	22.8	1.05	
Cochise	40.2	.91	10.3	1.48	24.5	1.05	
Cochise	39.2	.91	23.4	1.48	22.8	1.05	
Cochise	37.2	.91	14.3	1.48	23.8	1.05	
Cochise	47.4	.91	53.0	1.48	36.8	1.02	
District 6:							
Maricopa	83.2	1.10	67.3	1.48	67.3	1.33	
Pinal	70.4	1.10	73.0	1.48	66.2	1.33	
District 7:							
Yuma	71.7	1.11	77.7	1.48	61.2	1.35	
District 9:							
Cochise	57.1	1.03	98.2	1.48	88.9	1.26	
Gila	44.8	.86	52.7	1.48	62.6	1.05	
Graham	70.6	.98	65.5	1.48	66.0	1.05	
Greenlee	56.2	.86	71.9	1.48	72.6	1.30	
Hima	1.07	.85	58.7	1.48	58.1	1.28	
Santa Cruz	67.7	1.05					
State check yield	76.3		33.0		71.8		
ARKANSAS							
District 1:							
Benton	30.0	0.96	42.4	1.39	37.2	1.11	
Benton	28.0	.96	44.5	1.39	24.8	1.13	
Carroll	29.7	.96	42.1	1.39	37.0	1.11	
Madison	25.8	.96	35.9	1.39	24.2	1.14	
Newton			43.4	1.39	38.3	1.11	
Washington	32.3	.96					
District 2:							
Baxter	21.6	1.00	35.3	1.39	32.2	1.15	
Cherokee	20.7	1.00	29.5	1.39	31.3	1.19	
Fulton			38.4	1.39	23.6	1.17	
Howard			32.8	1.39	29.7	1.14	
Madison	19.6	.99	32.4	1.39	22.8	1.14	
Sevier	20.2	.99	35.8	1.39	26.2	1.19	
Sharp			20.1	1.39	33.8	1.17	
Stone			20.1	1.39	21.6	1.23	
Van Buren			40.5	1.39	33.9	1.26	
District 3:							
Clay	32.4	1.09	38.9	1.39	33.7	1.28	
Craighead	34.4	1.11	36.0	1.39	30.7	1.28	
Greene	34.9	1.10	43.1	1.39	34.7	1.21	
Independence	35.0	1.05	45.1	1.39	34.7	1.26	
Jackson	27.6	1.09	42.9	1.39	24.8	1.26	
Mississippi	38.5	1.11	51.6	1.39	34.1	1.29	
Polk	30.2	1.11	41.7	1.39	33.3	1.29	
Randolph	34.0	1.09	41.7	1.39	34.2	1.27	
White	24.0	1.10	33.5	1.39	26.0	1.27	
District 4:							
Crawford	35.9	.96	35.3	1.39	29.8	1.13	
Franklin	27.8	.99	36.6	1.39	26.8	1.14	
Johnson	27.8	.96	36.2	1.39	29.7	1.14	
Poinsett	28.0	.96	36.4	1.39	26.0	1.11	
Polk	28.0	.96	32.7	1.39	26.0	1.15	
Scott	35.2	1.00	35.2	1.39	26.0	1.11	

RULES AND REGULATIONS

CALIFORNIA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 4—Continued						
Sebastian	33.3	.98	29.6	1.39	32.8	1.13
Yuba	23.5	1.00	34.3	1.39	32.2	1.15
District 5:						
Conway	32.6	1.07	31.0	1.39	27.5	1.23
Faulkner	34.5	1.07	29.0	1.39	28.5	1.24
Garland	32.1	1.00	34.4	1.39	21.7	1.16
Hot Spring	33.8	1.16	33.8	1.39	23.0	1.17
Perry	32.7	1.00	31.6	1.39	23.4	1.16
Pulaski	28.8	1.08	45.3	1.39	23.9	1.25
Saline	31.1	1.09	37.3	1.39	34.0	1.19
District 6:						
Arkansas	31.1	1.09	32.4	1.39	26.5	1.25
Crittenden	28.0	1.11	42.1	1.39	23.3	1.29
Cross	33.0	1.11	36.6	1.39	27.5	1.29
Leake	31.7	1.11	37.0	1.39	35.6	1.29
Lenoir	31.7	1.09	36.3	1.39	22.9	1.25
Monroe	31.7	1.10	34.9	1.39	35.9	1.26
Phillips	36.2	1.10	35.9	1.39	27.6	1.27
Prairie	31.5	1.10	34.1	1.39	22.0	1.29
Saint Francis	33.9	1.11	41.8	1.39	24.8	1.28
Woodruff	31.4	1.11	40.8	1.39	24.8	1.28
District 7:						
Hempstead	24.7	.99	31.4	1.39	28.2	1.14
Lowndes	23.8	.98	33.8	1.39	25.6	1.14
Lawrence	37.1	1.00	37.3	1.39	27.3	1.14
Little River	34.6	1.14	37.6	1.39	28.9	1.14
Miller	32.9	1.14	30.9	1.39	21.9	1.14
Montgomery	31.4	1.14	31.4	1.39	31.4	1.14
Pike	33.5	1.12	33.5	1.39	31.7	1.12
Sevier	28.9	1.17	31.7	1.39	16.7	1.17
District 8:						
Bradley	31.8	1.39	28.9	1.39	26.7	1.16
Calhoun	33.9	1.39	31.5	1.39	29.2	1.16
Caldwell	33.4	1.39	33.4	1.39	25.0	1.16
Columbia	28.3	1.39	32.3	1.39	22.3	1.16
Dallas	33.5	1.39	27.7	1.39	27.7	1.17
Nevada	31.5	1.39	33.6	1.39	33.6	1.14
Ousehita	27.5	1.39	22.8	1.39	22.8	1.15
Union	28.2	1.39	31.4	1.39	21.7	1.14
District 9:						
Ashley	39.2	1.39	39.2	1.39	19.6	1.23
DeSoto	36.6	1.39	36.6	1.39	24.7	1.24
DeWitt	33.6	1.08	42.0	1.39	21.9	1.25
Drew	33.2	1.39	38.2	1.39	24.8	1.24
Jefferson	40.4	1.39	42.4	1.39	28.0	1.24
Lincoln	38.3	1.39	42.4	1.39	30.7	1.24
State check yield.....	38.3	1.39	37.8	1.39	30.7	1.24

ARKANSAS—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 4—Continued						
Del Norte	33.8	1.03	52.7	1.48	28.5	1.25
Humboldt	28.8	1.09	45.7	1.48	28.5	1.32
Mendocino	29.1	1.06	45.7	1.48		
District 2:						
Sierra	60.3	1.00				
Stanislaus						
Trinity						
District 3:						
Lassen	37.2	1.02	41.0	1.48		
Modoc	64.8	1.05				
Plumas	44.9	1.07				
District 4:						
Altama	45.5	1.16	68.7	1.48	68.4	1.41
Colusa	44.6	1.16	83.1	1.48	101.7	1.41
Lake	36.8	1.12	83.8	1.48	61.1	1.36

CALIFORNIA

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Glipin	46.1	0.91				
Grand	35.3	0.91				
Jackson	25.1	0.91				
Monterey	29.5	0.91	48.2	1.45		
Rio Blanco	25.6	0.91				
District 2:						
Boulder	50.1	0.96	85.1	1.36	43.8	1.06
Jefferson	37.3	0.96	72.5	1.36	37.8	1.06
Larimer	48.9	0.96	73.6	1.36	30.8	1.06
Logan	53.2	0.96	92.0	1.36	23.9	1.06
Morgan	28.3	0.96	70.6	1.36	29.3	1.06
Needwick	28.3	0.96	89.7	1.36	29.5	1.06
Weld	38.6	0.96	89.7	1.36	29.5	1.06
State check yield.....	55.3	1.10	84.3	1.48	78.7	1.37

COLORADO

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RULES AND REGULATIONS

CONNECTICUT—Continued

COLORADO—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 3:						
Della.....	57.1	.91	86.6	1.45	58.8	1.06
Garfield.....	53.9	.91	69.2	1.45	59.0	1.06
Mecon.....	47.2	.91	85.1	1.45	65.1	1.06
Montrose.....	57.8	.91	77.8	1.45	59.2	1.06
District 4:						
Charities.....	43.2	.91				
Ogallala.....						
Eagle Creek.....	66.2	.91	60.3	1.43		
Gunnison.....	38.5	.91				
Lake.....						
Park.....	22.8	.91				
Pitkin.....	53.3	.91	38.6	1.43		
Summit.....						
Teller.....						
District 5:						
Adams.....	27.9	.96	84.0	1.36	27.5	1.06
Animas.....	26.8	.96	86.8	1.37	24.2	1.06
Chama.....	20.9	.96	80.6	1.35	17.3	1.06
Dunsmuir.....						
Douglas.....	22.4	.96	47.2	1.38	21.0	1.06
Elbert.....	22.4	.96	47.2	1.37	25.4	1.06
El Paso.....	18.1	.96	25.9	1.37	25.4	1.06
Kiowa.....	19.9	.96	29.4	1.36	20.6	1.06
Kit Carson.....	24.0	.96	20.7	1.34	32.6	1.06
Lincoln.....	20.7	.96	30.0	1.36	19.4	1.06
Phillips.....	29.9	.96	38.3	1.33	27.5	1.06
Phillips.....	23.4	.96	47.1	1.34	19.5	1.06
Washington.....	24.6	.96	34.9	1.33	28.9	1.06
District 6:						
Dolores.....	19.8	.91	22.2	1.47	34.6	1.06
Montezuma.....	48.6	.91	69.6	1.47	52.5	1.06
Ouray.....	42.7	.91	69.6	1.47		
San Miguel.....	54.3	.91	53.5	1.47		
District 7:						
Alamosa.....	48.5	.91	65.5	1.40		
Archuleta.....	36.5	.91	37.5	1.42		
Conjito.....	51.2	.91	57.4	1.40		
Crowley.....	48.4	.91	56.2	1.40		
Huerfano.....	40.5	.91				
Huerfano.....	40.5	.91				
La Plata.....	40.5	.91				
Mineral.....	40.5	.91				
Rio Grande.....	53.4	.91	67.0	1.44	52.8	1.06
Sequeira.....	53.1	.91	59.7	1.45		
San Juan.....			57.4	1.41		
District 8:						
Bent.....	37.3	.96	70.0	1.37	50.0	1.06
Crowley.....	31.7	.96	61.9	1.37	52.2	1.06
Frontier.....	23.3	.96	29.3	1.39	34.0	1.06
Frontier.....	29.1	.96	53.0	1.39	42.9	1.06
Otero.....	24.0	.96	74.2	1.38	64.3	1.06
Prowers.....	32.1	.96	68.1	1.36	44.0	1.06
Pueblo.....			68.1	1.38	40.0	1.06
District 9:						
Baca.....	21.1	.96	65.0	1.37	27.6	1.06
Huerfano.....	27.9	.96	49.6	1.39	27.6	1.06
Las Animas.....	22.4	.96	47.8	1.38	31.6	1.06
State check yield.....	33.6		74.8		31.8	

CONNECTICUT

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
Fairfield.....	70.3	1.53			59.9	1.22
Hartford.....	81.8	1.53			62.1	1.22
Litchfield.....	83.2	1.53			58.0	1.22
Middlesex.....	78.2	1.53			55.8	1.22
New Haven.....	74.0	1.53			57.0	1.22
New London.....	69.1	1.53				

CONNECTICUT—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
Tolland.....	38.1	1.10	79.4	1.53	88.2	1.22
Windham.....			74.3	1.53		
State check yield.....	38.1		77.3		89.3	

DELAWARE

District 2:						
New Castle.....	48.0	1.10	68.3	1.47	66.9	1.22
District 3:						
Kent.....	44.5	1.10	68.3	1.47	66.9	1.22
District 6:						
Sussex.....	44.5	1.10	68.3	1.47	66.9	1.22
State check yield.....	45.1		68.3		69.9	

FLORIDA

District 1:						
Bay.....	28.7	1.45	28.7	1.45	43.2	1.19
Calhoun.....	37.0	1.45	37.0	1.45	46.4	1.19
Escambia.....	38.9	1.45	38.9	1.45	48.9	1.19
Franklin.....	38.6	1.45	38.6	1.45	41.4	1.19
Gadsden.....	33.9	1.45	33.9	1.45	45.0	1.19
Gulf.....	38.8	1.45	38.8	1.45	46.7	1.19
Holmes.....	40.7	1.45	40.7	1.45	48.5	1.19
Jackson.....	40.8	1.45	40.8	1.45	44.7	1.19
Jefferson.....	38.9	1.45	38.9	1.45	42.8	1.19
Leon.....	39.6	1.45	39.6	1.45	41.4	1.19
Okaloosa.....	33.9	1.45	33.9	1.45	41.4	1.19
Ocala.....	41.7	1.45	41.7	1.45	48.5	1.19
Santa Rosa.....	32.8	1.45	32.8	1.45	43.5	1.19
Wakulla.....	38.8	1.45	38.8	1.45	43.1	1.19
Walton.....	24.1	1.09	24.1	1.09	40.4	1.19
Washington.....	38.0	1.45	38.0	1.45	39.8	1.19
Washington.....	36.5	1.45	36.5	1.45	41.6	1.19
District 2:						
Pinellas.....	36.0	1.45	36.0	1.45	41.1	1.19
Folk.....	44.0	1.45	44.0	1.45	43.5	1.19
St. Johns.....	38.3	1.45	38.3	1.45	43.1	1.19
St. Johns.....	44.0	1.45	44.0	1.45		
Sumter.....	37.7	1.45	37.7	1.45	37.4	1.19
Union.....	46.4	1.45	46.4	1.45	38.8	1.19
District 3:						
Volusia.....						
District 4:						
Brevard.....						
Broward.....						
Charlotte.....						
Collier.....						
Dade.....	31.0	1.45	31.0	1.45	39.1	1.19
Duval.....	32.0	1.45	32.0	1.45		
Flagler.....	37.1	1.45	37.1	1.45		
Highlands.....	50.0	1.45	50.0	1.45		
Indian River.....	44.0	1.45	44.0	1.45		
Lee.....	32.8	1.45	32.8	1.45	53.8	1.19
Manatee.....	28.4	1.45	28.4	1.45	38.1	1.19
Martin.....	40.0	1.45	40.0	1.45	38.1	1.19
Monroe.....	40.0	1.45	40.0	1.45	38.1	1.19
Polk.....	60.0	1.45	60.0	1.45	28.3	1.19
St. Johns.....						
Sarasota.....						
State check yield.....	24.1		38.9		43.6	

RULES AND REGULATIONS

GEORGIA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Barrow.....	30.3	1.00	42.9	1.45	26.8	1.22
Catoosa.....	38.8	1.00	62.8	1.45	46.7	1.22
Chattooga.....			42.9	1.45	30.4	1.22
Dade.....			43.2	1.45	26.5	1.22
Floyd.....			42.3	1.45	31.2	1.22
Franklin.....			43.6	1.45	33.4	1.22
Gordon.....			37.2	1.00	33.6	1.22
Hardeeville.....			31.8	1.45	22.8	1.22
Paulding.....	32.5	1.00	31.8	1.45	22.8	1.22
Polk.....	33.0	1.00	30.5	1.45	33.8	1.22
Walker.....	45.8	1.00	46.6	1.45	30.6	1.22
Whitfield.....	43.5	1.00	36.8	1.45	32.7	1.22
District 2:						
Barrow.....	33.4	1.00	31.5	1.45	40.8	1.22
Cherokee.....	33.3	1.00	41.9	1.45	26.8	1.22
Clatsop.....	33.5	1.00	38.4	1.45	31.1	1.22
Cobb.....	28.1	1.00	38.4	1.45	35.3	1.22
Dawson.....			42.0	1.45	30.8	1.22
De Kalb.....	34.0	1.00	36.2	1.45	29.8	1.22
Fannin.....	35.9	1.00	36.5	1.45	33.1	1.22
Forsyth.....	47.2	1.00	28.4	1.45	41.8	1.22
Fulton.....			47.7	1.45	26.6	1.22
Gwinnett.....	34.6	1.00	35.5	1.45	32.2	1.22
Hall.....	33.9	1.00	33.9	1.45	33.9	1.22
Hardeeville.....	38.9	1.00	43.9	1.45	30.8	1.22
Lumpkin.....			33.3	1.45	30.9	1.22
Oconee.....	38.7	1.00	45.9	1.45	29.6	1.22
Pickens.....			37.9	1.45	34.2	1.22
Towns.....			55.3	1.45	31.7	1.22
Union.....	42.1	1.00	33.2	1.45	34.5	1.22
Walton.....	28.7	1.00	43.4	1.45	30.8	1.22
White.....			36.0	1.45	30.8	1.22
District 3:						
Barrow.....	40.0	1.00	36.0	1.45	34.3	1.22
Elbert.....	38.2	1.00	33.8	1.45	29.2	1.22
Franklin.....	38.5	1.00	29.3	1.45	29.3	1.22
Habersham.....	31.1	1.00	46.2	1.45	31.9	1.22
Hart.....	39.1	1.00	39.5	1.45	32.5	1.22
Lincoln.....	33.9	1.00	29.4	1.45	26.1	1.22
Madison.....	38.0	1.00	36.7	1.45	27.8	1.22
Oglethorpe.....	38.5	1.00	24.4	1.45	23.8	1.22
Rabun.....	37.1	1.00	39.6	1.45	28.7	1.22
Union.....	34.1	1.00	32.5	1.45	29.7	1.22
Wilkes.....			32.5	1.45	29.7	1.22
District 4:						
Carroll.....	40.8	1.00	36.4	1.45	30.6	1.22
Chatahoochee.....			23.6	1.45	20.5	1.22
Clayton.....	37.7	1.00	31.2	1.45	28.5	1.22
Coweta.....	43.1	1.00	35.8	1.45	23.5	1.22
Douglas.....	31.3	1.00	33.2	1.45	24.0	1.22
Fayette.....	31.3	1.00	32.4	1.45	28.1	1.22
Hardeeville.....	32.0	1.00	27.6	1.45	26.6	1.22
Heard.....			33.7	1.45	33.7	1.22
Henry.....	32.2	1.00	41.2	1.45	26.4	1.22
Lamar.....	35.9	1.00	36.9	1.45	25.5	1.22
Macon.....	47.4	1.00	34.2	1.45	28.0	1.22
Marion.....	30.2	1.00	35.7	1.45	32.2	1.22
Meriwether.....	40.1	1.00	39.9	1.45	29.3	1.22
Muscogee.....			40.4	1.45	29.3	1.22
Newton.....	30.2	1.00	30.2	1.45	26.3	1.22
Okfuskee.....	31.3	1.00	40.4	1.45	45.6	1.22
Spalding.....	33.1	1.00	39.0	1.45	31.9	1.22
Talbot.....	44.8	1.00	40.2	1.45	31.9	1.22
Talbot.....			28.5	1.45	36.2	1.22
Taylor.....			31.4	1.45	31.4	1.22
Troup.....	31.9	1.00	37.3	1.45	28.5	1.22
Upson.....			35.9	1.45	27.3	1.22
District 5:						
Barrow.....	28.0	1.00	34.9	1.45	31.8	1.22
Baldwin.....	43.8	1.00	40.4	1.45	27.8	1.22
Bolton.....	33.0	1.00	40.0	1.45	30.9	1.22
Beckley.....						

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RULES AND REGULATIONS

IDAHO—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 9—Continued						
Custer.....	50.3	1.01	46.9	1.43		
Franklin.....	46.1	1.01	68.4	1.43		
Fronton.....	41.9	1.01	68.6	1.43		
Jefferson.....	53.7	1.01	63.5	1.43	43.3	1.06
Lemhi.....	50.3	1.01	63.9	1.43		
Madison.....	39.3	1.01	63.5	1.43		
Payette.....	28.0	1.01	68.4	1.43		
Teton.....	38.1	1.01				
State check yield.....	44.7		88.3		65.4	

ILLINOIS

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Carroll.....	39.2	1.05	98.7	1.31	80.5	1.11
Champaign.....	45.4	1.04	93.5	1.30	71.6	1.11
Henry.....	41.2	1.04	88.4	1.29	67.1	1.11
Jo Daviess.....	44.8	1.06	96.6	1.31	66.0	1.11
Lee.....	33.6	1.03	92.6	1.29	74.2	1.11
Mercer.....	45.4	1.06	96.0	1.30	79.3	1.11
Ogle.....	35.9	1.05	90.2	1.32	78.5	1.11
Putnam.....	38.9	1.04	90.2	1.29	76.3	1.11
Rock Island.....	52.5	1.05	97.1	1.30	78.0	1.11
Stephenson.....	42.4	1.05	97.1	1.30	78.0	1.11
Whitehall.....	45.6	1.03	94.2	1.30		
District 2:						
Boone.....	49.8	1.07	98.4	1.31		
Cook.....	45.3	1.11	80.0	1.32		
De Kalb.....	47.3	1.06	98.3	1.31		
Du Page.....	45.4	1.09	88.0	1.32	78.9	1.11
Grundy.....	38.1	1.08	88.4	1.31	75.3	1.11
Kane.....	45.3	1.09	95.7	1.32	78.9	1.11
Kendall.....	37.5	1.05	92.0	1.31	75.7	1.11
Lake.....	46.3	1.07	93.6	1.31	78.8	1.11
La Salle.....	48.3	1.06	86.8	1.31		
Will Henry.....	44.2	1.09	83.0	1.32	68.4	1.11
District 4:						
Adams.....	38.1	1.03	85.2	1.30	67.7	1.11
Brown.....	31.3	1.03	77.8	1.31	61.7	1.11
Fulton.....	33.3	1.05	88.9	1.31	67.5	1.11
Hancock.....	34.3	1.02	90.2	1.29	65.5	1.11
Henderson.....	30.3	1.03	93.0	1.31	74.0	1.11
Knob.....	38.4	1.04	90.9	1.30	74.9	1.11
McDonough.....	30.0	1.05	84.0	1.31	70.8	1.11
Schuyler.....	32.2	1.05	84.0	1.31	70.8	1.11
Vermont.....	34.1	1.04	95.7	1.30	84.6	1.11
District 4A:						
Bond.....	39.2	1.07	67.4	1.32	66.9	1.11
Carroll.....	36.6	1.06	80.0	1.31	69.4	1.11
Cass.....	31.6	1.05	98.4	1.32	74.2	1.11
Christian.....	39.7	1.05	106.7	1.32	74.2	1.11
Greene.....	40.5	1.07	85.5	1.32	66.2	1.11
Jersey.....	42.8	1.08	84.4	1.32	61.1	1.11
Macoupin.....	42.1	1.08	89.2	1.32	69.4	1.11
Madison.....	38.4	1.06	88.4	1.32	68.4	1.11
Montgomery.....	34.7	1.05	95.6	1.32	77.6	1.11
Piorgan.....	34.1	1.05	86.0	1.31	65.3	1.11
Putnam.....	38.2	1.05	90.7	1.32	75.9	1.11
Sangamon.....	34.2	1.05	83.8	1.32	67.3	1.11
Scott.....						
District 5:						
De Witt.....	33.6	1.05	104.4	1.31	75.9	1.11
Logan.....	37.3	1.05	108.6	1.32	78.8	1.11
McLean.....	36.2	1.05	105.2	1.31	81.0	1.11
Macon.....	32.9	1.05	107.7	1.31	82.9	1.11
Marshall.....	35.9	1.05	95.7	1.32	78.6	1.11

GEORGIA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 9—Continued						
Lanier.....	44.8	1.45	21.0	1.22		
Lowndes.....	42.6	1.45	25.1	1.22		
Talbot.....	33.3	1.45	31.6	1.22		
Tift.....	38.8	1.09	32.6	1.22		
Turner.....	42.0	1.45	37.2	1.22		
Wilcox.....	38.3	1.45	33.3	1.22		
Worth.....	38.3	1.09	25.3	1.22		
District 9:						
Appling.....	43.7	1.45	33.7	1.22		
Brunswick.....	46.1	1.45	31.3	1.22		
Bryanley.....	46.8	1.45	29.0	1.22		
Bryan.....	50.9	1.45	25.1	1.22		
Camden.....	44.9	1.45	25.1	1.22		
Charlton.....	43.8	1.45	22.8	1.22		
Chatham.....	41.5	1.45	25.1	1.22		
Evans.....	47.4	1.45	24.3	1.22		
Glynn.....	37.1	1.45	23.1	1.22		
Liberty.....	44.5	1.45	22.8	1.22		
Long.....	44.5	1.45	22.8	1.22		
Mcintosh.....	37.8	1.45	22.8	1.22		
Plattsburgh.....	48.1	1.45	25.1	1.22		
Tattnall.....	47.4	1.45	27.2	1.22		
Toombs.....	47.4	1.45	27.4	1.22		
Ware.....	52.2	1.45	32.5	1.22		
Wayne.....	46.7	1.45	36.8	1.22		
State check yield.....	38.4		42.7		29.5	

IDAHO

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Benewah.....	44.4	1.04				
Bonner.....	37.7	.99	43.9	1.43		
Boundary.....	62.8	1.02				
Clearwater.....	42.8	1.02	44.9	1.43		
Idaho.....	45.2	1.01	43.5	1.43		
Kootenai.....	41.9	1.04	44.9	1.43		
Latah.....	50.3	1.04				
Lewiston.....	42.8	1.02				
New Paltz.....	42.8	1.04	44.0	1.43		
Shoshone.....						
District 7:						
Ada.....	47.0	1.01	98.8	1.43	66.2	1.05
Adams.....	41.1	1.01	88.6	1.43		
Boise.....	23.5	1.01				
Canyon.....	65.4	1.01	92.8	1.43	66.2	1.05
Elmore.....	40.2	1.01	89.9	1.43	66.2	1.05
Gem.....	49.5	1.01	87.9	1.43		
Pwythe.....	67.9	1.01	85.0	1.43	68.6	1.05
Payette.....	42.8	1.01				
Valley.....	42.8	1.01				
Washington.....	45.3	1.01	83.0	1.43	63.9	1.05
District 8:						
Blairstown.....	41.1	1.01	63.5	1.43		
Camas.....	31.9	1.01				
Cassia.....	44.4	1.01	76.2	1.43		
Gooding.....	62.9	1.01	81.1	1.43	62.7	1.05
Jerome.....	67.9	1.01	58.0	1.43		
Lincoln.....	66.4	1.01	73.2	1.43	61.3	1.05
Lindseya.....	68.8	1.01				
Shoshone.....	68.8	1.01	97.7	1.43	63.0	1.05
District 9:						
Bannock.....	32.7	1.01	68.4	1.43		
Beaer Lake.....	38.9	1.01				
Bingham.....	50.3	1.01	66.4	1.43	54.5	1.05
Bonneville.....	45.3	1.01	63.5	1.43		
Butte.....	57.0	1.01				
Caribou.....	42.8	1.01	53.7	1.43		
Clark.....	37.7	1.01	48.8	1.43	43.3	1.05

RULES AND REGULATIONS

INDIANA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1—Continued						
Starke.....	39.2	1.06	88.9	1.31	59.9	1.13
White.....	38.6	1.06	89.5	1.31	67.2	1.13
District 2:						
Carral.....	47.0	1.04	100.8	1.31	72.4	1.13
Cass.....	38.3	1.04	92.4	1.31	60.5	1.13
Elkhart.....	37.2	1.05	87.0	1.31	58.7	1.13
Kosciusko.....	42.3	1.04	84.9	1.31	57.8	1.13
Marshall.....	37.5	1.04	87.0	1.31	60.5	1.13
Miami.....	43.6	1.04	82.1	1.31	57.0	1.13
St. Joseph.....	42.6	1.04	82.1	1.31	60.5	1.13
Wabash.....	43.0	1.04	90.5	1.31	60.5	1.13
District 3:						
Adams.....	45.6	1.02	85.4	1.31	66.2	1.13
Allen.....	41.9	1.02	85.9	1.31	57.0	1.13
Alton.....	36.0	1.02	81.6	1.31	51.3	1.13
Huntington.....	38.7	1.02	83.4	1.31	57.9	1.13
LeGrange.....	40.0	1.03	77.3	1.31	51.3	1.13
Noble.....	42.6	1.03	75.0	1.31	51.3	1.13
Steuben.....	44.1	1.02	75.0	1.31	57.0	1.13
Wells.....	39.6	1.02	84.8	1.31	57.0	1.13
Whitley.....	42.4	1.03	84.1	1.31	57.0	1.13
District 4:						
Clay.....	36.9	1.04	93.0	1.31	65.0	1.13
Clinton.....	31.8	1.02	94.0	1.30	67.9	1.13
Madison.....	33.0	1.03	93.8	1.30	64.4	1.13
Montgomery.....	37.9	1.00	90.2	1.31	59.8	1.13
Owen.....	42.3	1.02	80.2	1.30	63.2	1.13
Parke.....	39.6	1.01	100.0	1.30	63.2	1.13
Putnam.....	33.5	1.04	95.0	1.30	64.4	1.13
Tippecanoe.....	33.5	1.04	95.0	1.30	64.4	1.13
Vermillion.....	42.4	1.06	90.0	1.31	68.5	1.13
Vigo.....	40.0	1.07	100.0	1.30	66.9	1.13
District 5:						
Barren.....	37.5	1.00	89.0	1.33	70.7	1.13
Bertholomew.....	42.0	1.02	83.8	1.31	73.4	1.13
Boone.....	43.0	1.01	103.0	1.33	72.4	1.13
Clinton.....	44.2	1.02	93.0	1.31	70.7	1.13
Decatur.....	37.0	1.02	88.3	1.31	70.7	1.13
Grant.....	37.0	1.02	88.3	1.31	69.6	1.13
Hancock.....	42.6	1.01	88.5	1.31	70.7	1.13
Henry.....	43.9	1.02	86.3	1.31	72.4	1.13
Howard.....	40.2	1.04	100.3	1.31	72.4	1.13
Johnson.....	43.8	1.00	98.0	1.31	70.7	1.13
Madison.....	42.4	1.02	93.5	1.31	61.8	1.13
Marion.....	43.7	1.01	85.7	1.31	61.8	1.13
Morgan.....	40.1	1.00	90.0	1.32	70.7	1.13
Rush.....	43.4	1.00	86.0	1.32	70.7	1.13
Shelby.....	41.7	1.03	104.0	1.31	73.9	1.13
Tipson.....	35.9	1.03	84.0	1.31	58.9	1.13
District 6:						
Blackford.....	38.8	1.02	90.6	1.31	65.0	1.13
Delaware.....	35.9	1.00	88.0	1.32	68.0	1.13
Fayette.....	40.4	1.02	78.9	1.31	51.3	1.13
Henry.....	38.2	1.02	60.0	1.31	60.0	1.13
Jay.....	38.4	1.02	84.1	1.31	57.0	1.13
Randolph.....	38.4	1.00	88.9	1.32	57.0	1.13
Union.....	38.9	1.02	88.9	1.31	58.9	1.13
Wayne.....	45.0	1.00	91.0	1.33	67.2	1.13
District 7:						
Daviess.....	39.3	1.07	81.0	1.33	66.9	1.13
Dubois.....	42.0	1.04	90.0	1.31	63.7	1.13
Gibson.....	41.9	1.00	86.0	1.33	70.5	1.13
Greene.....	42.8	1.03	86.0	1.33	57.5	1.13
Knos.....	40.0	1.04	73.1	1.33	60.2	1.13
Martin.....	38.3	1.04	80.0	1.34	62.7	1.13
Pike.....	38.7	1.06	82.0	1.34	62.7	1.13
Posey.....	42.5	1.04	77.0	1.34	61.5	1.13
Spencer.....	40.2	1.04	85.0	1.32	66.5	1.13
Sullivan.....	40.2	1.08	78.9	1.34	67.5	1.13
Vanderburgh.....	36.5	1.08	74.6	1.34	67.5	1.13
Warrick.....	36.5	1.08	74.6	1.34	67.5	1.13

ILLINOIS—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 8—Continued						
Mason.....	27.6	1.05	92.9	1.32	72.1	1.11
Menard.....	38.9	1.05	84.7	1.32	64.3	1.11
Peoria.....	34.7	1.05	91.5	1.31	66.3	1.11
Starke.....	37.0	1.05	93.4	1.32	73.8	1.11
Thoswell.....	34.7	1.05	100.9	1.32	69.6	1.11
District 9:						
Champaign.....	43.5	1.06	103.7	1.30	77.8	1.11
Ford.....	34.7	1.05	74.2	1.31	74.2	1.11
Iroquois.....	40.5	1.09	93.3	1.31	70.0	1.11
Kankakee.....	41.9	1.06	87.3	1.31	71.9	1.11
Livingston.....	34.2	1.06	74.0	1.31	74.0	1.11
Platt.....	34.2	1.05	112.2	1.30	82.2	1.11
Vermilion.....	40.9	1.06	100.2	1.30	67.1	1.11
District 10:						
Clark.....	37.4	1.05	86.6	1.31	62.8	1.11
Clay.....	38.1	1.05	62.1	1.32	73.1	1.11
Coles.....	38.7	1.06	94.8	1.30	73.1	1.11
Crawford.....	35.2	1.03	87.2	1.31	53.9	1.11
Cumberland.....	34.7	1.07	104.7	1.30	59.9	1.11
Douglas.....	40.9	1.05	104.7	1.30	75.9	1.11
Edgar.....	36.4	1.05	98.0	1.30	72.0	1.11
Emmham.....	37.3	1.05	73.1	1.32	56.3	1.11
Fayette.....	38.3	1.04	72.6	1.32	59.7	1.11
Greene.....	36.3	1.05	78.6	1.32	58.3	1.11
Lawrence.....	36.1	1.07	81.4	1.33	48.3	1.11
Macoupin.....	35.1	1.06	61.4	1.30	48.3	1.11
Montrio.....	33.1	1.06	73.2	1.31	52.7	1.11
Richland.....	35.9	1.06	63.9	1.31	33.5	1.11
Shelby.....	38.1	1.05	91.4	1.31	71.9	1.11
District 7:						
Alexander.....	31.7	1.05	61.8	1.34	51.6	1.11
Benton.....	33.7	1.10	61.5	1.32	67.6	1.11
Carroll.....	33.7	1.05	66.7	1.33	60.0	1.11
Johnson.....	27.3	1.07	52.7	1.33	49.0	1.11
Monroe.....	38.1	1.07	63.3	1.33	63.3	1.11
Perry.....	34.5	1.05	60.5	1.33	51.6	1.11
Pulaski.....	30.7	1.05	66.6	1.33	69.9	1.11
Randolph.....	34.3	1.05	74.2	1.33	72.3	1.11
St. Clair.....	32.7	1.05	69.6	1.33	55.9	1.11
Union.....	36.6	1.05	61.7	1.33	68.4	1.11
Williamson.....	31.0	1.05	50.6	1.33	42.3	1.11
District 9:						
Edwards.....	33.2	1.06	75.2	1.33	58.9	1.11
Franklin.....	23.8	1.02	62.0	1.33	45.9	1.11
Gallatin.....	27.7	1.05	75.8	1.34	54.9	1.11
Hamilton.....	27.9	1.05	58.3	1.33	55.4	1.11
Hardin.....	33.6	1.09	58.8	1.34	44.3	1.11
Jefferson.....	33.6	1.12	68.2	1.32	58.2	1.11
Jersey.....	30.0	1.05	60.9	1.34	48.9	1.11
Madison.....	28.2	1.01	42.2	1.33	42.2	1.11
Massac.....	32.5	1.02	78.3	1.32	57.6	1.11
Saline.....	35.0	1.07	62.1	1.33	62.1	1.11
Wabash.....	31.6	1.06	66.3	1.32	57.0	1.11
Wayne.....	32.2	1.02	75.7	1.33	62.7	1.11
White.....	39.0	1.02	91.4	1.33	67.0	1.11
State check yield.....						

INDIANA

District 1:						
Benton.....	43.7	1.05	104.1	1.31	55.7	1.13
Jasper.....	33.7	1.07	99.4	1.31	62.7	1.13
Lake.....	44.1	1.06	93.2	1.31	57.0	1.13
La Porte.....	43.2	1.06	101.0	1.31	62.7	1.13
Newton.....	43.4	1.07	96.0	1.31	62.7	1.13
Porter.....	37.4	1.06	91.0	1.31	62.7	1.13
Pulaski.....						

RULES AND REGULATIONS

IOWA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 4—Continued						
Guthrie.....	36.4	.99	88.5	1.25	71.4	1.10
Harrison.....	32.5	1.02	84.0	1.23	70.6	1.12
Ide.....	43.8	.98	93.2	1.23	77.5	1.10
Monona.....	29.9	1.01	92.5	1.23	76.6	1.10
Sac.....	37.7	1.01	97.2	1.25	75.8	1.12
Shelby.....	33.0	1.00	78.0	1.23	68.8	1.10
Woodbury.....	33.0	1.00	78.0	1.23	68.8	1.10
District 5:						
Boone.....	36.1	.97	96.5	1.24	75.6	1.09
Dallas.....	39.1	.97	95.0	1.25	73.6	1.09
Grundy.....	43.8	.99	99.7	1.24	70.7	1.06
Hamilton.....	44.4	.98	94.8	1.24	72.2	1.07
Hardin.....	42.0	.98	95.1	1.24	67.3	1.06
Jasper.....	33.2	.98	91.6	1.25	72.6	1.06
Marshall.....	41.5	.99	97.3	1.25	77.7	1.09
Folk.....	33.3	.99	94.0	1.25	72.5	1.06
Fowelshek.....	43.3	.98	95.4	1.24	74.4	1.06
Story.....	40.5	1.00	97.9	1.25	62.7	1.06
Wanna.....	56.1	.98	93.4	1.23	73.9	1.09
District 6:						
Benton.....	43.3	1.01	97.9	1.27	77.6	1.06
Cedar.....	44.8	1.02	101.0	1.27	97.0	1.06
Clinton.....	44.9	1.03	98.4	1.29	77.3	1.06
Iowa.....	33.4	1.00	90.9	1.27	61.3	1.06
Jackson.....	38.4	1.02	91.2	1.28	75.7	1.06
Johnson.....	38.6	1.02	94.6	1.28	75.7	1.06
Jones.....	39.6	1.01	90.6	1.27	71.1	1.06
Linn.....	41.2	1.02	92.7	1.29	72.2	1.06
Lutescent.....	45.6	1.08	96.8	1.29	63.4	1.06
District 7:						
Adair.....	33.8	.98	84.8	1.26	69.0	1.11
Cass.....	30.8	.99	70.3	1.27	69.0	1.12
Casey.....	33.4	.99	85.1	1.26	73.4	1.11
Fremont.....	27.5	1.02	84.9	1.27	71.7	1.12
Miller.....	29.6	1.02	88.4	1.27	73.5	1.12
Montgomery.....	26.3	1.01	81.1	1.27	65.9	1.13
Page.....	34.7	1.02	84.7	1.27	73.5	1.12
East Pott.....	33.2	.99	72.1	1.27	59.5	1.14
Wayne.....	3.31	1.02	82.7	1.27	67.3	1.12
Pottawattamie.....						
District 8:						
Appanoose.....	29.3	1.01	73.3	1.28	56.9	1.11
Clarke.....	28.1	.98	71.3	1.27	58.3	1.11
Deauster.....	22.6	.98	70.6	1.27	55.3	1.11
Lucas.....	35.0	.99	90.6	1.26	69.9	1.11
Madison.....	30.0	.99	85.7	1.26	69.0	1.10
Marion.....	23.8	1.00	70.7	1.27	55.0	1.10
Monroe.....	28.1	.99	70.9	1.27	51.6	1.13
Ringgold.....	27.4	.99	73.6	1.27	59.5	1.13
Warren.....	33.4	.98	83.6	1.26	66.1	1.10
District 9:						
Wayne.....	28.6	.99	71.2	1.27	57.9	1.13
District 10:						
Davis.....	30.8	1.01	73.3	1.28	58.1	1.10
Des Moines.....	40.4	1.02	99.7	1.29	75.3	1.07
Henry.....	35.2	1.00	87.5	1.28	69.3	1.08
Jefferson.....	27.6	1.00	82.5	1.28	57.9	1.09
Keeokuk.....	27.6	1.00	87.0	1.27	87.0	1.09
Lee.....	31.4	1.02	86.5	1.29	87.3	1.06
Madison.....	42.4	.99	90.6	1.29	80.2	1.06
Mechanick.....	43.0	.99	88.7	1.26	71.1	1.09
Van Buren.....	33.0	1.01	81.9	1.28	64.3	1.06
Wapello.....	28.9	1.00	81.0	1.27	63.7	1.06
Washington.....	38.5	1.01	90.4	1.28	70.7	1.07
State check yield.....	41.3		87.8		70.0	

INDIANA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 8:						
Brown.....	31.4	.99	76.2	1.32	44.5	1.13
Franklin.....	38.1	1.03	65.0	1.34	44.5	1.13
Harrison.....	43.7	.97	70.0	1.34	52.0	1.13
Jackson.....	40.5	.99	77.6	1.33	58.8	1.13
Lawrence.....	37.5	1.02	76.0	1.33	61.2	1.13
Monroe.....	38.5	1.04	73.4	1.33	48.9	1.13
Orange.....	38.6	1.05	77.0	1.33	55.8	1.13
Perry.....	38.0	1.06	70.2	1.34	64.2	1.13
Washington.....	43.0	.97	74.0	1.34	64.2	1.13
District 9:						
Clark.....	43.6	.97	77.5	1.34	52.5	1.13
Cass.....	43.5	.97	74.2	1.34	52.5	1.13
Franklin.....	42.0	.99	83.0	1.33	59.9	1.13
Jefferson.....	38.1	.97	77.0	1.34	52.5	1.13
Jennings.....	37.7	.98	81.0	1.33	52.5	1.13
Ohio.....	33.1	.97	78.0	1.34	52.5	1.13
Ripley.....	33.6	.97	83.5	1.33	52.5	1.13
Scott.....	38.8	.97	78.0	1.34	52.5	1.13
Switzerland.....	37.5	.96	70.0	1.34	52.5	1.13
State check yield.....	40.8		88.8		64.1	

IOWA

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Buena Vista.....	47.6	0.96	93.0	1.22	70.8	1.09
Cherokee.....	45.7	.98	80.9	1.23	70.0	1.09
Clay.....	38.2	1.00	63.1	1.21	70.0	1.09
Dickinson.....	41.7	.97	77.4	1.21	69.1	1.06
Emmett.....	40.2	.97	86.2	1.22	73.4	1.06
Osage.....	46.0	.98	81.7	1.21	65.4	1.06
Palo Alto.....	40.6	.98	85.9	1.22	77.3	1.09
Plymouth.....	41.4	.99	74.7	1.23	66.6	1.08
Pocahontas.....	31.4	.98	92.8	1.22	65.7	1.10
Sioux.....	42.0	.98	79.8	1.22	72.7	1.08
District 2:						
Butler.....	37.5	.96	83.8	1.24	64.8	1.06
Cerro Gordo.....	41.0	.99	83.0	1.22	65.0	1.06
Floyd.....	42.9	.98	92.7	1.23	62.6	1.06
Franklin.....	46.9	.99	87.1	1.22	71.4	1.06
Humboldt.....	52.1	.98	93.8	1.22	68.4	1.06
Kossuth.....	44.4	.99	88.8	1.22	74.2	1.07
Mitchell.....	44.1	1.00	78.9	1.22	70.3	1.06
Winnabago.....	44.4	1.00	87.1	1.22	60.7	1.06
Worth.....	52.3	1.00	80.3	1.22	68.2	1.06
Wright.....	44.7	.98	91.7	1.22	71.5	1.06
District 3:						
Albany.....	43.9	.99	80.9	1.25	61.0	1.06
Black Hawk.....	48.3	.99	92.6	1.25	64.9	1.06
Bremor.....	39.3	1.00	84.1	1.24	59.4	1.06
Chickasaw.....	40.4	.99	89.3	1.26	69.4	1.06
Clayton.....	41.2	1.00	75.3	1.24	61.0	1.06
Delaware.....	41.1	1.00	78.7	1.24	59.7	1.06
Dubuque.....	43.3	1.01	89.9	1.27	58.9	1.06
Fayette.....	38.5	1.00	91.0	1.28	67.8	1.06
Howard.....	39.1	1.00	78.6	1.28	67.8	1.06
Winneblesh.....	42.0	.99	71.0	1.25	53.6	1.06
District 4:						
Audubon.....	38.8	1.00	90.5	1.25	53.9	1.06
Calhoun.....	47.1	.98	95.0	1.23	73.3	1.11
Cass.....	39.4	1.00	94.8	1.24	77.0	1.09
Crawford.....	36.0	1.00	89.1	1.24	76.3	1.11
Greene.....	42.6	.98	95.9	1.24	74.1	1.12
					77.1	1.09

RULES AND REGULATIONS

KANSAS—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 3:						
Adair	25.5	1.08	82.7	1.31	59.1	1.18
Atchison	20.3	1.08	70.0	1.30	67.5	1.17
Barton	30.0	1.03	77.5	1.30	70.2	1.18
Beaumont	28.5	1.03	40.4	1.30	54.0	1.17
Bjork	31.6	1.03	56.2	1.31	59.3	1.18
Butler	30.0	1.03	31.6	1.32	63.6	1.18
Cherokee	29.7	1.03	47.1	1.28	69.3	1.15
Chickasaw	29.3	1.03	49.2	1.29	62.0	1.15
Cherokee	27.1	1.03	41.5	1.28	52.2	1.15
Cherokee	29.1	1.03	65.6	1.32	66.4	1.18
District 6:						
Anderson	30.9	1.03	57.8	1.33	55.2	1.18
Chase	27.7	1.03	56.7	1.31	48.6	1.13
Coffey	28.4	1.03	47.1	1.33	40.4	1.16
Douglas	31.8	1.03	64.2	1.31	62.3	1.18
Franklin	32.5	1.03	53.0	1.31	54.9	1.13
Geary	29.9	1.03	68.2	1.32	66.8	1.18
Johnson	30.0	1.03	54.7	1.34	54.7	1.18
Lincoln	28.0	1.03	46.0	1.31	46.1	1.15
LeFlore	32.7	1.03	57.6	1.33	53.3	1.18
Miami	25.2	1.03	42.3	1.31	42.4	1.13
Morris	27.5	1.03	50.3	1.31	52.9	1.16
Osage	27.8	1.03	64.4	1.30	54.2	1.16
Shawnee	27.2	1.03	49.1	1.30	50.9	1.15
Wabunnee						
District 9:						
Allen	39.5	1.03	52.5	1.34	48.9	1.15
Barber	38.4	1.03	46.9	1.34	40.3	1.11
Barber	35.1	1.01	49.3	1.33	46.7	1.11
Barber	30.9	1.03	47.0	1.36	38.9	1.13
Cherokee	31.6	1.03	46.4	1.36	44.0	1.15
Cherokee	29.6	1.01	49.3	1.35	46.9	1.11
Cowley	30.0	1.03	50.6	1.36	47.0	1.15
Crawford	27.3	1.03	47.5	1.35	39.0	1.14
Elk	27.3	1.03	43.7	1.33	44.9	1.15
Greenwood	24.9	1.03	44.7	1.36	44.9	1.15
Labette	30.0	1.03	46.8	1.35	45.1	1.15
Montgomery	29.4	1.03	45.1	1.35	46.2	1.15
Neosho	31.4	1.03	45.9	1.35	46.7	1.15
Wilson	26.7	1.03	48.6	1.34	42.9	1.15
Woodson						
State check yield	28.6		55.5		43.9	

KENTUCKY

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Ballard	36.5	1.04	60.2	1.37	49.2	1.19
Callaway	33.7	1.04	60.0	1.37	55.7	1.19
Carlisle	34.0	1.04	63.4	1.37	62.4	1.19
Fulton	33.3	1.04	66.9	1.37	59.8	1.19
Graves	32.5	1.04	62.4	1.37	59.8	1.19
Hickman	33.6	1.04	58.2	1.37	48.1	1.19
Letcher	30.6	1.04	57.6	1.39	53.6	1.19
Livingston	30.8	1.04	55.2	1.37	51.2	1.19
Marshall	32.1	1.04	55.2	1.38	48.2	1.19
Trigg	36.0	1.04	65.0	1.40	58.2	1.19
District 2:						
Caldwell	35.8	1.04	63.7	1.39	55.8	1.19
Christian	38.4	1.04	70.3	1.40	58.2	1.19
Crittenden	34.1	1.04	71.9	1.37	57.3	1.19
Hart	32.5	1.04	63.6	1.37	49.3	1.19
Hart	32.5	1.04	72.0	1.37	53.6	1.19
Henderson	38.4	1.04	65.8	1.39	46.9	1.19
Hopkins	35.5	1.04	65.5	1.40	53.7	1.19
Logan	40.4	1.04	66.6	1.40	61.7	1.19
McLean	36.0	1.04	67.6	1.38	41.7	1.19
Muhlenberg	35.7	1.04	56.6	1.39	44.8	1.19

KANSAS

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Cherokee	33.5	0.96	62.3	1.31	55.9	1.06
Decatur	29.5	0.96	44.0	1.30	33.3	1.06
Graham	24.8	0.96	37.0	1.29	34.7	1.06
Norton	25.1	0.96	32.0	1.31	35.6	1.06
Rawlins	30.9	0.96	37.0	1.30	37.0	1.06
Sheridan	30.6	0.96	64.7	1.32	33.3	1.06
Sherman	30.9	0.96	83.8	1.32	33.3	1.06
Thomas	28.8	0.96	71.0	1.32	33.1	1.06
District 4:						
Greene	28.0	0.97	47.7	1.33	35.9	1.06
Greene	28.5	0.97	81.5	1.34	38.9	1.06
Greene	26.5	0.97	81.5	1.34	38.9	1.06
Logan	24.6	0.96	70.4	1.33	30.8	1.06
Ness	23.3	0.96	47.1	1.34	37.4	1.09
Scott	26.0	0.96	92.0	1.34	52.9	1.06
Trego	28.1	0.96	34.8	1.33	34.8	1.09
Wallace	23.2	0.96	67.0	1.33	37.5	1.06
Whitely	28.0	0.96	96.2	1.34	52.8	1.06
District 7:						
Clay	17.3	0.97	51.9	1.35	27.9	1.08
Clay	23.0	0.96	94.0	1.34	54.7	1.08
Ford	23.1	0.96	69.7	1.34	38.4	1.09
Grant	23.6	0.96	67.4	1.34	43.4	1.10
Gray	22.0	0.97	92.3	1.34	55.1	1.06
Hamilton	28.0	0.96	82.0	1.34	27.1	1.06
Haskell	25.3	0.96	93.2	1.34	69.3	1.09
Hodgeman	20.5	0.96	67.7	1.34	42.2	1.09
Kearney	25.5	0.96	90.9	1.34	43.7	1.06
Kimberly	19.7	0.96	51.6	1.35	31.6	1.09
Morton	21.7	0.94	78.2	1.35	31.6	1.09
Stanton	20.7	0.95	100.5	1.35	43.4	1.09
Stanton	25.1	0.95	54.4	1.34	54.4	1.10
Stevens	17.8	0.95	92.3	1.35	33.3	1.10
District 2:						
Clay	24.7	1.03	49.9	1.28	44.8	1.13
Clay	23.7	1.02	57.4	1.28	50.5	1.12
Fewell	24.4	1.01	60.2	1.27	51.9	1.11
Fewell	23.3	1.01	47.9	1.29	47.9	1.10
Osborne	21.3	1.01	52.7	1.29	51.0	1.10
Ottawa	25.9	1.01	44.5	1.11	42.0	1.11
Phillips	24.1	1.00	59.1	1.28	41.2	1.10
Republic	25.2	1.02	55.4	1.11	55.4	1.11
Rooks	23.6	1.00	61.5	1.30	38.4	1.09
Smith	24.1	1.01	50.5	1.27	45.4	1.10
Washington	27.3	1.03	51.8	1.28	56.2	1.13
District 3:						
Adair	22.4	1.00	38.6	1.22	44.0	1.10
Dickinson	24.2	1.02	37.9	1.30	45.0	1.12
Ellis	22.3	1.00	39.1	1.31	34.8	1.09
Ellsworth	23.9	1.01	39.7	1.31	43.0	1.10
Lincoln	23.6	1.01	43.0	1.30	43.4	1.10
McPherson	25.2	1.01	57.1	1.31	46.2	1.11
Marion	25.6	1.01	38.9	1.31	43.8	1.11
Rice	25.9	1.01	37.5	1.32	41.5	1.10
Rush	22.1	1.00	44.4	1.32	44.4	1.09
Sullivan	23.3	1.00	38.1	1.30	38.1	1.10
Sullivan	23.1	1.01	47.8	1.30	45.4	1.11
District 6:						
Barber	24.2	1.00	42.2	1.35	34.4	1.10
Comanche	20.6	0.98	41.0	1.35	28.2	1.09
Edwards	23.5	1.00	48.4	1.33	40.0	1.09
Harper	24.1	1.01	36.1	1.35	36.6	1.10
Harvey	27.3	1.01	37.7	1.33	48.8	1.11
Kiowa	21.5	1.01	35.8	1.34	32.8	1.11
Kiowa	21.6	1.01	34.8	1.34	34.8	1.09
Patton	21.6	1.00	58.7	1.33	43.8	1.09
Pratt	21.6	1.00	40.7	1.34	37.3	1.10
Reno	23.6	1.01	39.7	1.33	39.7	1.10
Sedwick	24.2	1.02	47.8	1.34	45.9	1.11
Stefanick	27.2	1.00	35.6	1.33	40.4	1.10
Sumner	29.1	1.02	39.6	1.35	43.3	1.11

KENTUCKY—Continued

KENTUCKY—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 2—Continued						
Otto	35.4	1.04	57.7	1.38	38.7	1.19
Shelby	40.6	1.04	69.7	1.41	37.7	1.19
Todd	38.8	1.04	67.4	1.37	33.2	1.19
Union	38.8	1.04	57.9	1.37	33.2	1.19
Webster	33.0	1.04	70.0	1.33	39.9	1.19
District 3:						
Adair	33.3	1.04	69.0	1.41	34.8	1.19
Allen	37.7	1.04	64.4	1.41	42.0	1.19
Barren	36.4	1.04	63.2	1.40	47.0	1.19
Breckinridge	37.7	1.04	64.2	1.37	56.2	1.19
Bullitt	33.2	1.04	70.0	1.38	34.8	1.19
Cass	33.2	1.04	66.3	1.39	56.8	1.19
Carter	34.8	1.04	62.5	1.41	45.9	1.19
Claiborne	38.9	1.04	59.6	1.42	60.5	1.19
Cumberland	33.7	1.04	55.2	1.39	50.5	1.19
Edmonson	33.6	1.04	64.6	1.38	35.4	1.19
Grayson	34.3	1.04	66.4	1.41	37.9	1.19
Green	34.2	1.04	76.5	1.35	60.7	1.19
Hart	34.0	1.04	74.1	1.40	46.2	1.19
Jefferson	40.6	1.04	78.1	1.37	33.6	1.19
Larue	32.3	1.04	69.9	1.39	52.9	1.19
Letcher	38.9	1.04	72.1	1.40	55.9	1.19
Madeira	34.0	1.04	66.3	1.37	53.6	1.19
Madison	34.0	1.04	66.3	1.37	53.6	1.19
Meigs	37.8	1.04	57.3	1.41	44.0	1.19
Monroe	35.1	1.04	73.7	1.39	62.0	1.19
Nelson	38.2	1.04	69.6	1.42	45.6	1.19
Russell	37.7	1.04	71.9	1.40	56.3	1.19
Taylor	40.5	1.04	66.6	1.40	57.3	1.19
Warren	40.5	1.04	66.6	1.40	57.3	1.19
District 4:						
Boone	42.2	1.04	66.3	1.37	66.3	1.19
Calloway	34.2	1.04	75.1	1.39	42.2	1.19
Carr	38.4	1.04	57.9	1.37	48.0	1.19
Carlisle	33.8	1.04	58.2	1.37	44.9	1.19
Grant	41.4	1.04	63.4	1.33	34.2	1.19
Henry	41.4	1.04	73.7	1.33	68.6	1.19
Kenton	40.5	1.04	69.8	1.37	37.9	1.19
Oldham	41.4	1.04	77.1	1.37	50.2	1.19
Owen	41.4	1.04	63.8	1.38	41.2	1.19
Pendleton	41.8	1.04	65.0	1.38	46.7	1.19
Pike	41.8	1.04	71.8	1.37	51.6	1.19
District 5:						
Anderson	36.4	1.04	62.1	1.40	37.9	1.19
Bath	39.1	1.04	62.4	1.42	37.9	1.19
Bourbon	41.1	1.04	79.0	1.41	48.2	1.19
Boyle	38.3	1.04	66.7	1.41	36.3	1.19
Clark	38.4	1.04	75.1	1.42	36.3	1.19
Fayette	40.5	1.04	81.7	1.41	60.0	1.19
Fleming	38.2	1.04	74.4	1.40	62.7	1.19
Franklin	38.9	1.04	76.5	1.39	38.8	1.19
Garrard	33.5	1.04	66.9	1.42	36.0	1.19
Jackson	35.0	1.04	69.9	1.40	35.0	1.19
Jarvis	37.0	1.04	76.0	1.42	35.0	1.19
Letcher	37.0	1.04	76.0	1.42	35.0	1.19
Lincoln	38.3	1.04	68.4	1.42	45.1	1.19
Madison	38.3	1.04	68.4	1.42	45.1	1.19
Mason	35.9	1.04	79.9	1.39	34.6	1.19
Mercer	37.2	1.04	71.8	1.41	34.6	1.19
Montgomery	39.2	1.04	63.6	1.42	34.3	1.19
Nichols	39.2	1.04	63.6	1.41	34.3	1.19
Robertson	41.8	1.04	62.3	1.40	37.0	1.19
Scott	35.4	1.04	72.6	1.40	45.6	1.19
Shelby	35.4	1.04	72.6	1.38	45.6	1.19
Spencer	32.3	1.04	78.1	1.38	45.2	1.19
Washington	32.3	1.04	78.1	1.38	45.2	1.19
Woodford	37.3	1.04	71.3	1.41	37.1	1.19
District 6:						
Ball	36.1	1.04	64.3	1.44	36.1	1.19
Boyd	36.1	1.04	66.5	1.41	36.1	1.19
Breathitt	36.1	1.04	66.5	1.44	36.1	1.19
Carter	36.1	1.04	57.7	1.41	36.1	1.19

LOUISIANA

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Boazier	33.6	0.97	39.3	1.42	39.4	1.19
Caddo	33.6	0.97	36.1	1.42	37.0	1.19
De Soto			27.2	1.42	35.0	1.19
Red River			34.4	1.42	27.6	1.19
Wenatchee			26.1	1.42	34.0	1.19
District 2:						
Bossier			25.9	1.42	21.0	1.19
Caldwell			33.4	1.42	29.0	1.19
Clabornne			28.7	1.42	22.4	1.19
Jackson			25.3	1.42	18.0	1.19
Lincoln			23.1	1.42	22.4	1.19
Ouachita			36.7	1.42	32.3	1.19
Union		.97	25.9	1.42	22.4	1.19
Winn			25.7	1.42	22.4	1.19
District 3:						
Parish			49.5	1.42	38.9	1.19
Terrebonne			39.3	1.42	30.8	1.19
Madison		.97	49.3	1.42	32.2	1.19
Morehouse		.97	38.1	1.42	32.2	1.19
Richland		.97	29.5	1.42	30.8	1.19
Texas		.97	49.3	1.42	36.6	1.19
West Carroll		.97	29.8	1.42	32.5	1.19
District 4:						
Natchitoches			34.3	1.42	37.9	1.19
Sabine			28.9	1.42	31.3	1.19
Vernon			30.9	1.42	23.0	1.19
District 5:						
Acadia			35.4	1.42	32.3	1.19
Catahoula			38.5	1.42	30.0	1.19
Concordia			42.8	1.42	37.6	1.19
Evangeline			31.5	1.42	26.9	1.19
Grant			40.2	1.42	26.9	1.19

RULES AND REGULATIONS

MARYLAND

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Allegany.....	43.2	1.10	51.1	1.47	47.9	1.22
Carrick.....	43.4	1.10	54.9	1.47	53.6	1.22
District 2:						
Washington.....	42.7	1.10	62.7	1.47	53.6	1.22
District 3:						
Baltimore.....	47.0	1.10	72.8	1.47	53.6	1.22
Carroll.....	47.4	1.10	71.6	1.47	53.6	1.22
Frederick.....	46.4	1.10	73.2	1.47	53.6	1.22
Harford.....	50.1	1.10	76.3	1.47	53.6	1.22
Howard.....	48.8	1.10	76.2	1.47	53.6	1.22
Montgomery.....	44.6	1.10	68.4	1.47	53.6	1.22
District 4:						
St. Mary's.....	48.2	1.10	76.2	1.47	53.6	1.22
West Feliciana.....	46.2	1.10	71.6	1.47	53.6	1.22
District 5:						
Queen Anne's.....	43.0	1.10	69.5	1.47	53.0	1.22
Talbot.....	44.3	1.10	73.5	1.47	53.0	1.22
District 6:						
Anne Arundel.....	34.3	1.10	62.9	1.47	43.3	1.22
Calvert.....	36.1	1.10	62.4	1.47	43.3	1.22
Charles.....	32.5	1.10	52.7	1.47	43.3	1.22
Prince George's.....	34.0	1.10	52.1	1.47	43.3	1.22
St. Charles.....	33.8	1.10	58.2	1.47	43.3	1.22
District 7:						
Caroline.....	45.7	1.10	63.7	1.47	49.1	1.22
Dorchester.....	46.9	1.10	75.4	1.47	53.0	1.22
Somerset.....	41.4	1.10	65.8	1.47	46.8	1.22
Worcester.....	40.1	1.10	64.5	1.47	46.8	1.22
Worcester.....	37.1	1.10	68.7	1.47	46.8	1.22
State check yield.....	43.3		69.1		53.5	

MASSACHUSETTS

Barnstable.....	38.1	1.10	54.3	1.53	50.4	1.22
Berkshire.....	38.1	1.10	79.3	1.53	60.7	1.22
Bristol.....	38.1	1.10	66.5	1.53	50.4	1.22
Dukes.....	38.1	1.10	49.4	1.53	45.5	1.22
Franklin.....	38.1	1.10	61.5	1.53	45.5	1.22
Hampton.....	38.1	1.10	81.7	1.53	57.0	1.22
Hampshire.....	38.1	1.10	76.6	1.53	57.0	1.22
Middlesex.....	38.1	1.10	71.4	1.53	57.0	1.22
Nantucket.....	38.1	1.10	66.4	1.53	57.0	1.22
Norfolk.....	38.1	1.10	60.4	1.53	57.0	1.22
Plymouth.....	38.1	1.10	60.4	1.53	57.0	1.22
Rutland.....	38.1	1.10	68.9	1.53	57.0	1.22
Worcester.....	38.1	1.10	68.9	1.53	57.0	1.22
State check yield.....	38.1		72.2		53.3	

MICHIGAN

District 1:						
Alcona.....	36.0	.94	31.2	1.34	31.2	1.10
Alcona.....	35.4	.95	31.2	1.34	31.2	1.10
Alcona.....	30.0	.91	31.2	1.34	31.2	1.10
Alcona.....	36.0	.96	50.3	1.34	50.3	1.10
Alcona.....	33.7	.97	50.3	1.34	50.3	1.10
Alcona.....	38.4	.98	31.2	1.34	31.2	1.10
Alcona.....	38.4	.98	31.2	1.34	31.2	1.10
Alcona.....	27.7	.95	31.2	1.34	31.2	1.10
Alcona.....	28.0	.92	31.2	1.34	31.2	1.10
Alcona.....	28.0	.91	31.2	1.34	31.2	1.10
Alcona.....	29.0	.94	31.2	1.34	31.2	1.10
Alcona.....	33.0	.94	31.2	1.34	31.2	1.10
Alcona.....	41.0	.96	31.2	1.34	31.2	1.10
State check yield.....	41.0		53.4		32.5	

LOUISIANA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 5—Continued						
Beauregard.....	22.9	1.42	34.3	1.19	34.3	1.19
Beauregard.....	45.0	1.42	33.4	1.19	33.4	1.19
Beauregard.....	38.1	1.42	33.4	1.19	33.4	1.19
Beauregard.....	45.1	1.42	33.4	1.19	33.4	1.19
District 6:						
East Baton Rouge.....	41.5	1.42	36.5	1.19	36.5	1.19
East Feliciana.....	36.9	1.42	36.0	1.19	36.0	1.19
Livingston.....	40.3	1.42	33.3	1.19	33.3	1.19
Saint Helena.....	33.3	1.42	33.3	1.19	33.3	1.19
Saint Landry.....	38.7	1.42	33.3	1.19	33.3	1.19
Tensas.....	38.7	1.42	33.3	1.19	33.3	1.19
Washington.....	34.8	1.42	34.8	1.19	34.8	1.19
West Feliciana.....	39.1	1.42	36.2	1.19	36.2	1.19
District 7:						
Acadia.....	32.1	1.42	30.2	1.19	30.2	1.19
Allamachee.....	33.1	1.42	27.6	1.19	27.6	1.19
Beauregard.....	34.4	1.42	28.0	1.19	28.0	1.19
Catahoula.....	32.0	1.42	22.0	1.19	22.0	1.19
Iberia.....	36.4	1.42	24.6	1.19	24.6	1.19
Lafayette.....	36.4	1.42	24.6	1.19	24.6	1.19
Louisiana.....	33.0	1.42	24.6	1.19	24.6	1.19
Verde.....	33.0	1.42	24.6	1.19	24.6	1.19
District 8:						
Assumption.....	31.9	1.42	24.5	1.19	24.5	1.19
Iberia.....	39.0	1.42	24.5	1.19	24.5	1.19
Iberia.....	46.5	1.42	24.5	1.19	24.5	1.19
Lafayette.....	39.5	1.42	24.5	1.19	24.5	1.19
Saint Martin.....	30.5	1.42	24.5	1.19	24.5	1.19
Saint Mary.....	38.5	1.42	24.5	1.19	24.5	1.19
Assumption.....	41.1	1.42	24.5	1.19	24.5	1.19
Jefferson.....	44.4	1.42	24.5	1.19	24.5	1.19
Lafourche.....	32.1	1.42	24.5	1.19	24.5	1.19
Orleans.....	37.5	1.42	24.5	1.19	24.5	1.19
Plaquemines.....	38.8	1.42	24.5	1.19	24.5	1.19
Saint Bernard.....	38.3	1.42	24.5	1.19	24.5	1.19
Saint Charles.....	46.0	1.42	24.5	1.19	24.5	1.19
Saint James.....	30.4	1.42	24.5	1.19	24.5	1.19
St. John the Baptist.....	30.4	1.42	24.5	1.19	24.5	1.19
Terrebonne.....	30.1	1.42	24.5	1.19	24.5	1.19
State check yield.....	33.6		36.2		32.3	

MAINE

District 1:						
Aroostook.....	42.3	1.10	64.9	1.53	64.9	1.53
District 2:						
Hancock.....	37.0	1.10	71.5	1.53	71.5	1.53
Penobscot.....	33.6	1.10	67.3	1.53	67.3	1.53
Piscataquis.....	40.1	1.10	72.1	1.53	72.1	1.53
Somerset.....	40.1	1.10	67.3	1.53	67.3	1.53
Waldo.....	41.5	1.10	73.3	1.53	73.3	1.53
Washington.....	41.5	1.10	64.9	1.53	64.9	1.53
District 3:						
Cumberland.....	35.3	1.10	67.3	1.53	67.3	1.53
Franklin.....	35.3	1.10	64.3	1.53	64.3	1.53
Kennebec.....	40.4	1.10	73.3	1.53	73.3	1.53
Knox.....	40.4	1.10	66.1	1.53	66.1	1.53
Lincoln.....	37.9	1.10	72.7	1.53	72.7	1.53
Oxford.....	37.9	1.10	64.9	1.53	64.9	1.53
Sagadahoc.....	37.9	1.10	64.9	1.53	64.9	1.53
York.....	37.9	1.10	64.9	1.53	64.9	1.53
State check yield.....	41.9		68.4		62.1	

RULES AND REGULATIONS

MICHIGAN—Continued				MINNESOTA			
County	Barley		Corn		Grain sorghum		
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	
District 1—Continued							
Ontonagon	24.8	.04	31.2	1.34			
Schoolcraft	27.0	.91	31.2	1.34			
District 2							
Antrim	37.0	.91	50.3	1.34			
Benzie	31.7	.90	48.3	1.34			
Charlevoix	30.6	.84	43.3	1.34			
Grand Haven	28.2	.84	53.2	1.34			
Kalamazoo	23.2	.91	50.3	1.34			
Leelanau	24.9	.91	50.3	1.34			
Manistee	42.1	.96	54.4	1.34			
Missaukee	26.0	.95	61.4	1.34			
Westford	30.0	.96	56.4	1.34			
District 3							
Alcona	33.7	.90	45.3	1.34			
Alpena	31.7	.90	53.4	1.34			
Charlevoix	29.4	.89	40.3	1.34			
Cheboygan	27.8	.81	53.2	1.34			
Isabella	33.0	.91	50.3	1.34			
Leelanau	30.0	.89	40.3	1.34			
Manistee	35.9	.97	54.4	1.34	31.9	1.10	
Oscoda	33.4	.97	52.4	1.34			
Otsego	30.0	.90	40.3	1.34			
Presque Isle	40.3	.89	40.3	1.34			
Roscommon	35.0	.97	34.2	1.34			
District 4							
Lapeer	30.0	.96	50.3	1.34			
Alcona	38.0	.99	64.4	1.34			
Charlevoix	38.0	.98	61.4	1.34			
Isabella	38.0	.96	58.4	1.34			
District 5							
Alcona	39.0	.99	65.4	1.34			
Alpena	40.0	.98	60.4	1.34			
Charlevoix	51.0	1.00	82.0	1.33			
Isabella	45.0	.98	70.5	1.33			
Mecosta	40.0	.96	61.4	1.33			
Michigan	43.0	.99	71.5	1.33			
Montcalm	53.0	.95	74.5	1.33	43.9	1.10	
Ontonagon	37.0	.90	60.4	1.34			
District 6							
Arenac	51.6	.95	63.4	1.34			
Bay	48.0	.96	80.6	1.34			
Huron	54.5	.98	80.6	1.34			
Saginaw	48.0	1.00	78.5	1.33	43.3	1.10	
Sanilac	44.4	.98	70.5	1.33			
Tuscola	60.0	.98	80.6	1.33	46.4	1.10	
District 7							
Alcona	42.0	1.01	68.5	1.32			
Alpena	42.0	1.04	75.5	1.31	38.8	1.10	
Charlevoix	41.7	1.03	67.5	1.32	37.0	1.10	
Kalamazoo	41.7	1.03	67.5	1.32			
Kent	48.4	1.00	63.4	1.33	36.3	1.10	
Ontonagon	40.4	1.01	61.4	1.34	35.9	1.10	
Van Buren	43.0	1.02	65.4	1.31	35.8	1.10	
District 8							
Barry	43.8	1.01	64.4	1.32			
Branch	38.0	1.02	77.5	1.32	43.0	1.10	
Calhoun	44.0	1.00	72.5	1.32	43.7	1.10	
Charlevoix	47.0	1.01	77.5	1.33	44.0	1.10	
Easton	47.0	1.01	77.5	1.33	44.4	1.10	
Hillsdale	38.6	1.01	73.5	1.33			
Ingham	41.2	1.01	77.5	1.33			
Ionia	46.9	1.00	74.5	1.33	39.0	1.10	
Jackson	44.0	1.04	70.5	1.33			
St. Joseph	38.0	1.03	75.5	1.31	39.0	1.10	
Shiawassee	40.9	1.00	79.5	1.33			
District 9							
Genesee	39.5	1.00	65.4	1.33	30.6	1.10	
Lapeer	42.5	1.03	83.8	1.33			
Leelanau	40.2	1.02	88.8	1.33	50.7	1.10	

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Becker	38.5	0.98	45.0	1.21		
Clay	33.6	.96	41.0	1.20		
Itasca	32.6	.96	41.0	1.20		
Kittson	29.6	.96	30.0	1.20		
Mahnomen	33.8	.97	50.0	1.20		
Marshall	33.2	.95	30.0	1.20	28.5	1.08
Norman	36.3	.97	50.0	1.20	34.2	1.08
Pennington	32.8	.96	41.0	1.20		
East Fork	34.9	.96	47.0	1.20		
West Fork	36.4	.96	46.0	1.20	34.2	1.08
Red Lake	32.8	.97	44.0	1.20		
Roseau	28.9	.96	30.0	1.20		
District 2:						
Beltrami	30.9	.98	40.0	1.21		
Cass	30.5	1.01	44.0	1.21	28.5	1.08
Hubbard	30.6	.99	40.0	1.21		
Itasca	30.2	1.02	44.0	1.23		
Koochiching	30.4	.95	34.0	1.23		
Lake of Woods	28.0	.96	30.0	1.21		
District 3:						
Cook	31.7	1.02	34.0	1.23		
Lake	32.7	1.02	36.0	1.23		
North St. Louis						
St. Louis						
District 4:						
Bigstone	38.0	1.00	52.0	1.19	34.8	1.08
Chippewa	37.8	1.06	65.0	1.20		
Douglas	34.6	1.01	53.0	1.22	36.9	1.08
Grant	39.2	.99	63.0	1.21		
Lac Qui Parle	34.0	1.03	60.0	1.19	42.3	1.08
East Otter Tail	38.0	1.00	48.0	1.21		
West Otter Tail	37.0	1.01	49.0	1.21		
Wadena	41.3	1.00	55.0	1.20	38.8	1.08
Swift	42.8	1.02	57.0	1.20	41.6	1.08
Traverse	38.7	1.02	51.0	1.19	36.4	1.08
Wilkin	38.0	.98	46.0	1.20		
Yellow Medicine	36.0	1.06	66.0	1.20	48.4	1.08
District 5:						
Benton	38.3	1.03	57.0	1.23		
Carver	43.0	1.03	73.0	1.24	61.6	1.08
Kandiyohi	39.2	1.08	69.0	1.22	50.2	1.08
McLeod	43.7	1.07	60.0	1.23	61.6	1.08
Wadena	39.0	1.04	60.0	1.23	38.8	1.08
Morris	39.0	1.01	52.0	1.22	38.8	1.08
Renville	42.1	1.06	74.0	1.22	59.9	1.08
Scott	40.3	1.06	78.0	1.24	65.3	1.08
Sherburne	30.8	1.04	82.0	1.23	38.0	1.08
St. Joseph	43.4	1.06	81.0	1.23	66.3	1.08
Stearns	34.9	1.01	53.0	1.22	41.1	1.08
Todd	30.7	1.01	49.0	1.22	36.5	1.08
Wadena	38.4	1.01	43.0	1.23	28.5	1.08
Wright	38.3	1.04	65.0	1.23	65.9	1.08
District 6:						
Aitkin	31.6	1.03	53.0	1.23		

RULES AND REGULATIONS

MISSOURI—Continued

County	Barley		Corn		Grain sorghum		County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)		Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:							District 6:						
Andrew.....	29.7	1.02	74.0	1.80	54.7	1.18	Crawford.....	33.7	1.10	46.4	1.35	34.4	1.14
Atchison.....	33.1	1.00	79.0	1.29	72.3	1.15	Franklin.....	42.2	1.08	68.4	1.34	46.6	1.16
Boone.....	29.6	1.03	71.0	1.82	53.5	1.18	Gaumnond.....	41.8	1.06	68.8	1.34	46.6	1.16
Callaway.....	30.6	1.02	70.0	1.83	55.2	1.18	Jefferson.....	34.2	1.02	64.8	1.32	43.1	1.18
Camden.....	33.0	1.03	72.0	1.83	54.9	1.18	Lincoln.....	38.9	1.09	64.5	1.33	45.9	1.09
Carroll.....	31.4	1.03	66.2	1.83	53.0	1.18	Madison.....	38.9	1.09	64.5	1.33	45.9	1.09
Cass.....	28.4	1.02	67.7	1.81	55.0	1.18	Monongomery.....	37.1	1.10	66.3	1.35	61.3	1.21
Cedar.....	31.0	1.02	68.1	1.81	54.7	1.18	St. Charles.....	37.1	1.11	68.6	1.33	55.8	1.22
Clay.....	28.3	1.01	68.1	1.80	46.1	1.15	St. Francois.....	35.0	1.11	62.9	1.35	40.7	1.22
Clinton.....	28.3	1.01	66.5	1.80	49.7	1.14	St. Genevieve.....	38.5	1.11	68.0	1.34	63.1	1.21
De Kalb.....	28.6	1.01	64.5	1.80	49.7	1.14	St. Louis.....	35.3	1.12	62.3	1.34	61.5	1.17
Dickinson.....	28.2	1.01	73.0	1.30	57.6	1.16	Warren.....	34.5	1.08	64.4	1.33	48.9	1.16
Douglas.....	28.7	1.00	77.0	1.29	56.6	1.16	Washington.....	35.0	1.11	50.7	1.35	40.7	1.11
Dunklin.....	33.1	1.03	71.7	1.33	64.2	1.18	District 7:						
Franklin.....	33.8	1.03	73.1	1.33	59.3	1.18	Berry.....	34.6	1.03	62.1	1.36	58.7	1.13
Galloway.....	27.0	1.00	67.2	1.29	46.5	1.15	Barren.....	33.8	1.03	64.5	1.36	51.4	1.15
Greene.....	32.0	1.02	66.0	1.31	60.7	1.11	Barton.....	33.5	1.03	60.0	1.36	51.4	1.15
Harrison.....	31.9	1.02	60.7	1.31	51.2	1.13	Bethany.....	35.0	1.03	50.0	1.36	39.2	1.14
Henry.....	30.3	1.02	61.2	1.31	51.2	1.13	Dallas.....	38.5	1.03	53.3	1.35	47.6	1.16
Howard.....	32.0	1.01	64.1	1.31	53.8	1.16	Daviess.....	37.8	1.03	54.0	1.35	46.0	1.14
Iron.....	32.0	1.01	68.0	1.31	51.8	1.16	De Witt.....	38.6	1.03	57.6	1.35	46.2	1.15
Jackson.....	37.9	1.02	66.6	1.32	54.6	1.17	Jasper.....	34.3	1.03	53.0	1.35	38.8	1.13
Jackson County.....	38.0	1.02	66.7	1.33	48.0	1.14	Lawrence.....	32.2	1.03	51.0	1.36	37.2	1.13
Jay.....	28.7	1.00	62.1	1.29	49.5	1.15	McDonald.....	38.6	1.03	51.6	1.36	40.7	1.13
Jefferson.....	28.7	1.00	62.1	1.29	49.5	1.15	Newton.....	32.2	1.03	51.6	1.36	40.7	1.13
Johnson.....	31.0	1.01	63.0	1.30	51.2	1.15	Stone.....	32.7	1.02	43.3	1.36	45.3	1.14
Madison.....	31.0	1.01	63.0	1.30	51.2	1.15	District 8:						
Madison County.....	31.0	1.01	63.0	1.30	51.2	1.15	Ballinger.....	34.2	1.00	49.7	1.35	45.0	1.23
Marion.....	31.0	1.01	63.0	1.30	51.2	1.15	Carver.....	34.1	1.00	47.7	1.35	36.7	1.00
McDonald.....	31.0	1.01	63.0	1.30	51.2	1.15	Chickasaw.....	30.0	1.03	44.5	1.35	36.0	1.12
Meriwether.....	31.0	1.01	63.0	1.30	51.2	1.15	Dallas.....	32.6	1.00	46.5	1.36	38.0	1.14
Monroe.....	31.0	1.01	63.0	1.30	51.2	1.15	Daviess.....	30.0	1.01	46.2	1.36	40.4	1.17
Montgomery.....	31.0	1.01	63.0	1.30	51.2	1.15	De Witt.....	27.6	1.10	47.0	1.35	26.7	1.22
Morgan.....	31.0	1.01	63.0	1.30	51.2	1.15	Franklin.....	37.1	1.03	34.4	1.35	34.4	1.19
Murphy.....	31.0	1.01	63.0	1.30	51.2	1.15	Madison.....	37.1	1.03	46.8	1.36	41.2	1.15
Nathan.....	31.0	1.01	63.0	1.30	51.2	1.15	Oregon.....	38.2	1.03	43.0	1.36	37.2	1.13
Newton.....	31.0	1.01	63.0	1.30	51.2	1.15	Ozark.....	32.2	1.06	48.8	1.35	37.7	1.12
North.....	31.0	1.01	63.0	1.30	51.2	1.15	Reynolds.....	38.2	1.03	43.0	1.36	37.2	1.13
Polk.....	31.0	1.01	63.0	1.30	51.2	1.15	Ripley.....	38.6	1.03	43.0	1.36	37.2	1.13
Polk County.....	31.0	1.01	63.0	1.30	51.2	1.15	Shannon.....	38.6	1.03	43.0	1.36	37.2	1.13
Putnam.....	31.0	1.01	63.0	1.30	51.2	1.15	Shannon County.....	38.6	1.03	43.0	1.36	37.2	1.13
Randolph.....	31.0	1.01	63.0	1.30	51.2	1.15	Taney.....	31.5	1.01	44.0	1.36	43.6	1.14
Ray.....	31.0	1.01	63.0	1.30	51.2	1.15	Waynes.....	33.7	1.08	46.6	1.35	37.8	1.14
Reynolds.....	31.0	1.01	63.0	1.30	51.2	1.15	Wabasha.....	33.7	1.08	46.6	1.35	43.8	1.13
Ripley.....	31.0	1.01	63.0	1.30	51.2	1.15	Wagoner.....	33.1	1.01	47.0	1.35	37.0	1.14
Rolla.....	31.0	1.01	63.0	1.30	51.2	1.15	District 9:						
Scotland.....	31.0	1.01	63.0	1.30	51.2	1.15	Butler.....	31.5	1.08	48.8	1.36	40.4	1.25
Shelby.....	31.0	1.01	63.0	1.30	51.2	1.15	Cape Girardeau.....	37.9	1.08	69.0	1.35	62.9	1.24
Shelby County.....	31.0	1.01	63.0	1.30	51.2	1.15	Dunklin.....	30.6	1.09	62.8	1.36	44.4	1.23
St. Louis.....	31.0	1.01	63.0	1.30	51.2	1.15	Franklin.....	32.8	1.08	64.8	1.36	44.7	1.23
St. Louis County.....	31.0	1.01	63.0	1.30	51.2	1.15	Madison.....	37.0	1.10	72.2	1.36	54.4	1.27
St. Charles.....	31.0	1.01	63.0	1.30	51.2	1.15	Missouri.....	37.2	1.08	71.5	1.36	46.1	1.24
St. Francois.....	31.0	1.01	63.0	1.30	51.2	1.15	Stoddard.....	38.2	1.08	75.1	1.36	46.8	1.23
St. Genevieve.....	31.0	1.01	63.0	1.30	51.2	1.15	State check yield.....	35.6	-----	67.2	-----	51.7	-----
St. Louis.....	31.0	1.01	63.0	1.30	51.2	1.15	District 1:						
St. Louis County.....	31.0	1.01	63.0	1.30	51.2	1.15	Adair.....	42.6	0.94	-----	-----	-----	-----
St. Louis City.....	31.0	1.01	63.0	1.30	51.2	1.15	Atchison.....	43.5	0.93	-----	-----	-----	-----
St. Charles.....	31.0	1.01	63.0	1.30	51.2	1.15	Benton.....	46.1	0.93	-----	-----	-----	-----
St. Francois.....	31.0	1.01	63.0	1.30	51.2	1.15	Boone.....	35.1	0.93	-----	-----	-----	-----
St. Genevieve.....	31.0	1.01	63.0	1.30	51.2	1.15	Callaway.....	35.0	0.93	-----	-----	-----	-----
St. Louis.....	31.0	1.01	63.0	1.30	51.2	1.15	Camden.....	35.0	0.93	-----	-----	-----	-----
St. Louis County.....	31.0	1.01	63.0	1.30	51.2	1.15	Carroll.....	35.0	0.93	-----	-----	-----	-----
St. Louis City.....	31.0	1.01	63.0	1.30	51.2	1.15	Cass.....	35.0	0.93	-----	-----	-----	-----
St. Charles.....	31.0	1.01	63.0	1.30	51.2	1.15	Cedar.....	35.0	0.93	-----	-----	-----	-----
St. Francois.....	31.0	1.01	63.0	1.30	51.2	1.15	De Witt.....	35.0	0.93	-----	-----	-----	-----
St. Genevieve.....	31.0	1.01	63.0	1.30	51.2	1.15	Douglas.....	35.0	0.93	-----	-----	-----	-----
St. Louis.....	31.0	1.01	63.0	1.30	51.2	1.15	Franklin.....	35.0	0.93	-----	-----	-----	-----
St. Louis County.....	31.0	1.01	63.0	1.30	51.2	1.15	Howard.....	35.0	0.93	-----	-----	-----	-----
St. Louis City.....	31.0	1.01	63.0	1.30	51.2	1.15	Laclede.....	35.0	0.93	-----	-----	-----	-----
St. Charles.....	31.0	1.01	63.0	1.30	51.2	1.15	LeFlore.....	35.0	0.93	-----	-----	-----	-----
St. Francois.....	31.0	1.01	63.0	1.30	51.2	1.15	Lincoln.....	35.0	0.93	-----	-----	-----	-----
St. Genevieve.....	31.0	1.01	63.0	1.30	51.2	1.15	Madison.....	35.0	0.93	-----	-----	-----	-----
St. Louis.....	31.0	1.01	63.0	1.30	51.2	1.15	Marion.....	35.0	0.93	-----	-----	-----	-----
St. Louis County.....	31.0	1.01	63.0	1.30	51.2	1.15	McDonald.....	35.0	0.93	-----	-----	-----	-----
St. Louis City.....	31.0	1.01	63.0	1.30	51.2	1.15	Meriwether.....	35.0	0.93	-----	-----	-----	-----
St. Charles.....	31.0	1.01	63.0	1.30	51.2	1.15	Moniteau.....	35.0	0.93	-----	-----	-----	-----
St. Francois.....	31.0	1.01	63.0	1.30	51.2	1.15	Morgan.....	35.0	0.93	-----	-----	-----	-----
St. Genevieve.....	31.0	1.01	63.0	1.30	51.2	1.15	Ossage.....	35.0	0.93	-----	-----	-----	-----
St. Louis.....	31.0	1.01	63.0	1.30	51.2	1.15	Pettis.....	35.0	0.93	-----	-----	-----	-----
St. Louis County.....	31.0	1.01	63.0	1.30	51.2	1.15	Polk.....	35.0	0.93	-----	-----	-----	-----
St. Louis City.....	31.0	1.01	63.0	1.30	51.2	1.15	Putnam.....	35.0	0.93	-----	-----	-----	-----
St. Charles.....	31.0	1.01	63.0	1.30	51.2	1.15	Saline.....	35.0	0.93	-----	-----	-----	-----
St. Francois.....	31.0	1.01	63.0	1.30	51.2	1.15	State check yield.....	35.6	-----	-----	-----	-----	-----
St. Genevieve.....	31.0	1.01	63.0	1.30	51.2	1.15	District 2:						
St. Louis.....	31.0	1.01	63.0	1.30	51.2	1.15	Adair.....	32.0	1.02	-----	-----	-----	-----
St. Louis County.....	31.0												

RULES AND REGULATIONS

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 2:						
Arthur.....	26.5	.79	45.4	1.36	15.4	1.06
Blaine.....	32.0	.84	44.0	1.36	39.4	1.06
Chouteau.....	36.4	.86	44.0	1.36	20.8	1.06
Glacier.....	28.2	.82	44.0	1.36	31.0	1.06
Hill.....	30.4	.83	44.0	1.36	38.5	1.06
Liberty.....	30.4	.83	44.0	1.36	24.4	1.06
Phillips.....	30.4	.83	44.0	1.36	21.8	1.06
Richmond.....	30.4	.83	44.0	1.36	21.1	1.06
Teton.....	30.4	.83	44.0	1.36	26.6	1.06
Yellowstone.....	30.9	.84	41.0	1.36	39.3	1.06
District 3:						
Daniels.....	32.2	.79	22.2	1.36	21.0	1.06
Dawson.....	26.3	.82	31.7	1.36	21.0	1.06
Garfield.....	24.7	.80	18.1	1.36	23.6	1.06
McCone.....	28.3	.85	18.1	1.36	35.4	1.06
Richmond.....	31.4	.82	47.5	1.36	21.7	1.06
Stoddard.....	34.7	.82	29.8	1.36	37.3	1.06
Valley.....	30.1	.79	47.7	1.36	21.6	1.06
District 5:						
Broadwater.....	33.0	.92	76.2	1.36	42.3	1.10
Cascade.....	29.4	.87	90.5	1.36	53.8	1.09
Fergus.....	31.1	.85	58.5	1.36	24.5	1.10
Golden Valley.....	28.7	.87	39.3	1.36	70.3	1.10
Judith Basin.....	30.0	.87	77.3	1.36	64.6	1.12
New & Clark.....	32.2	.89	46.4	1.36	61.2	1.10
Musselshell.....	27.0	.85	46.4	1.36	36.0	1.23
Petroleum.....	25.9	.82	54.3	1.36	50.7	1.10
Wheatland.....	28.1	.87	47.7	1.36	38.6	1.09
District 7:						
Beaverhead.....	46.3	.89	71.2	1.36	55.3	1.09
Gallatin.....	30.9	.94	50.0	1.36	36.4	1.11
Jefferson.....	38.3	.94	60.0	1.36	28.6	1.12
Silver Bow.....	41.0	.94	.....	.....	35.9	1.10
District 8:						
Big Horn.....	33.6	.80	74.0	1.36	69.7	1.10
Carbon.....	35.7	.87	90.8	1.36	57.9	1.05
Park.....	31.1	.92	71.2	1.36	47.8	1.05
Stillwater.....	27.9	.87	64.4	1.36	30.5	1.27
Sweet Grass.....	27.6	.83	84.2	1.36	91.1	1.07
Treasure.....	34.4	.87	83.7	1.36	61.0	1.09
Yellowstone.....	34.4	.87	83.7	1.36	54.1	1.09
District 9:						
Carver.....	22.8	.83	22.0	1.36	46.2	1.07
Custer.....	24.0	.81	70.9	1.36	38.0	1.26
Fallon.....	24.9	.83	23.7	1.36	65.4	1.12
Powder River.....	27.9	.79	23.5	1.36	65.5	1.14
Prairie.....	28.0	.81	61.9	1.36	73.2	1.12
Rosebud.....	27.0	.82	51.5	1.36	79.2	1.12
Wilboux.....	28.4	.83	21.2	1.36	82.5	1.10
State check yield.....	30.9	.....	63.2	.....	70.7	1.10
District 6:						
Butler.....	31.6	1.02	31.6	1.02	31.6	1.02
DeWala.....	32.0	1.03	32.0	1.03	32.0	1.03
Dodge.....	30.8	1.02	30.8	1.02	30.8	1.02
Douglas.....	31.9	1.02	31.9	1.02	31.9	1.02
Hamilton.....	31.9	1.02	31.9	1.02	31.9	1.02
Lancaster.....	31.9	1.02	31.9	1.02	31.9	1.02
Merrick.....	31.9	1.02	31.9	1.02	31.9	1.02
Nemaha.....	31.9	1.02	31.9	1.02	31.9	1.02
Platte.....	31.7	1.02	31.7	1.02	31.7	1.02
Seward.....	32.4	1.02	32.4	1.02	32.4	1.02
Washington.....	34.2	1.02	34.2	1.02	34.2	1.02
York.....	24.5	1.02	24.5	1.02	24.5	1.02
District 7:						
Dodge.....	28.8	.94	28.8	.94	28.8	.94
Franklin.....	24.6	.88	24.6	.88	24.6	.88
Frontier.....	28.3	.98	28.3	.98	28.3	.98
Hayes.....	27.1	.95	27.1	.95	27.1	.95
Hitchcock.....	28.1	.96	28.1	.96	28.1	.96
Keith.....	30.0	.95	30.0	.95	30.0	.95
Lincoln.....	24.3	.86	24.3	.86	24.3	.86
Perkins.....	27.9	.86	27.9	.86	27.9	.86
Red Willow.....	36.1	.98	36.1	.98	36.1	.98
District 8:						
Adair.....	30.8	1.01	30.8	1.01	30.8	1.01
Boone.....	27.9	.98	27.9	.98	27.9	.98
Franklin.....	30.8	1.01	30.8	1.01	30.8	1.01
Furness.....	28.4	.99	28.4	.99	28.4	.99

RULES AND REGULATIONS

NEW JERSEY

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 2:						
Bergen.....			76.5	1.49	51.1	1.22
Essex.....			77.0	1.49	54.3	1.22
Hudson.....			83.3	1.49	58.6	1.22
Hunterdon.....	46.2	1.10	81.7	1.49	58.6	1.22
Morris.....	38.5	1.10	85.3	1.49	56.4	1.22
Passaic.....			78.8	1.49	59.4	1.22
Somerset.....	45.1	1.10	85.4	1.49	56.4	1.22
Sussex.....	38.1	1.10	79.8	1.49	56.4	1.22
Union.....	47.1	1.10	85.5	1.49	61.5	1.22
District 5:						
Burlington.....			81.2	1.49	58.5	1.22
Mercer.....	53.7	1.10	83.0	1.49	60.7	1.22
Middlesex.....	53.7	1.10	79.5	1.49	54.3	1.22
Monmouth.....	45.0	1.10	83.3	1.49	58.0	1.22
Ocean.....	53.0	1.10	78.4	1.49	57.0	1.22
District 8:						
Atlantic.....	48.3	1.10	68.8	1.49	50.2	1.22
Camden.....	50.4	1.10	68.1	1.49	49.9	1.22
Cape May.....	51.6	1.10	69.0	1.49	49.5	1.22
Gloucester.....	53.9	1.10	72.3	1.49	52.2	1.22
Salem.....	51.1	1.10	72.5	1.49	48.7	1.22
State check yield.....	54.4	1.10	72.5	1.49	51.9	1.22
State check yield.....	52.0		80.4		57.5	

NEW MEXICO

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Albuquerque.....	42.0	0.93	80.0	1.45	55.0	1.14
McKinley.....	25.0	.93	25.0	1.45	20.6	1.14
Rio Arriba.....	29.0	.93	33.0	1.45	25.6	1.14
Sandoval.....	29.0	.91	54.0	1.45	34.3	1.14
San Juan.....	34.6	.93	38.0	1.45	49.1	1.14
Santa Fe.....	36.1	.91	45.6	1.45	35.0	1.14
Taos.....	40.0	.93	28.0	1.45	23.5	1.14
Valencia.....	32.0	.93	30.0	1.45	36.0	1.14
District 3:						
Colfax.....	31.0	1.01	31.0	1.45	30.5	1.14
Doña Ana.....	45.0	.97	70.0	1.45	67.8	1.14
Doña Rosa.....	29.0	.94	51.0	1.45	72.8	1.14
Guadalupe.....	30.0	.98	16.6	1.45	40.4	1.14
Harding.....	27.3	.93	27.3	1.45	33.4	1.14
Mora.....	29.0	1.00	37.0	1.45	33.1	1.14
Quay.....	34.0	1.00	76.0	1.45	50.0	1.14
Roosevelt.....	36.0	.93	49.0	1.45	45.0	1.14
San Miguel.....	34.0	.93	40.0	1.45	38.0	1.14
Torrance.....	35.7	.99	47.5	1.45	32.5	1.14
District 7:						
Chaves.....	32.0	.93	54.0	1.45	25.6	1.14
Grant.....	45.0	.93	70.0	1.45	55.0	1.14
Hidalgo.....	25.2	.93	85.0	1.45	99.8	1.14
Luna.....	58.6	.93	80.1	1.45	96.8	1.14
Sierra.....	40.0	.93	50.0	1.45	68.7	1.14
Socorro.....			42.0	1.45	47.0	1.14
District 9:						
Chaves.....	59.3	.98	70.0	1.45	83.0	1.14
Doña Ana.....	70.2	.93	65.0	1.45	88.0	1.14
Doña Rosa.....	60.7	.97	67.0	1.45	83.0	1.14
Pecos.....	50.0	1.00	50.0	1.45	65.0	1.14
Perry.....	67.0	.93	72.0	1.45	65.0	1.14
Sandoval.....	37.0	.93	67.0	1.45	67.0	1.14
State check yield.....	50.9		50.5		58.8	

NEBRASKA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 8—Continued						
Gosper.....	25.9	.99	70.4	1.27	46.7	1.08
Harrison.....	25.4	1.00	63.1	1.26	46.0	1.09
Kearney.....	26.4	1.00	86.7	1.25	46.0	1.10
McPherson.....	27.0	1.00	84.1	1.25	65.4	1.09
Webster.....	25.8	1.01	60.2	1.26	57.1	1.10
District 9:						
Clay.....	28.6	1.02	87.5	1.25	73.7	1.11
Fillmore.....	25.7	1.03	72.8	1.13	72.8	1.13
Gage.....	26.7	1.03	54.1	1.27	66.3	1.14
Jefferson.....	26.9	1.03	52.0	1.13	65.5	1.13
Johnson.....	29.5	1.03	56.5	1.27	68.6	1.14
Nemaha.....	26.4	1.01	76.0	1.27	76.0	1.11
Nuckolls.....	29.0	1.03	73.5	1.14	73.5	1.14
Polk.....	28.2	1.03	88.7	1.28	65.6	1.15
Richardson.....	30.2	1.03	49.4	1.28	73.7	1.15
Saline.....	28.1	1.03	60.0	1.26	68.5	1.14
Thayer.....	27.9	1.03	81.2	1.26	70.4	1.13
State check yield.....	28.0		83.5		60.5	

NEVADA

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Churchill.....	56.0	1.07	71.0	1.40	41.1	1.10
Douglas.....	49.3	1.07	71.0	1.40	28.5	1.10
Humboldt.....	39.2	1.07	71.0	1.40	41.1	1.10
Lyon.....	39.2	1.07	72.0	1.49	30.9	1.10
Ormsby.....	32.0	1.07	68.0	1.49	28.5	1.10
Perabing.....	30.2	1.07	68.0	1.49	28.5	1.10
Storey.....	50.7	1.07				
District 3:						
Washoe.....	33.3	1.07				
Elko.....	33.2	1.07				
Eureka.....	33.2	1.07				
Lander.....	33.2	1.07	70.0	1.40		
White Pine.....	54.7	1.07	70.0	1.49	68.4	1.10
District 8:						
Clark.....	30.2	1.07	70.0	1.49	28.5	1.10
Esmeralda.....	53.8	1.07	70.0	1.49	68.4	1.10
Lincoln.....	44.8	1.07				
Mineral.....	54.7	1.07	70.0	1.49	68.4	1.10
Nye.....	49.2	1.07	71.1	1.49	55.2	1.10
State check yield.....	49.2		71.1		55.2	

NEW HAMPSHIRE

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
Belknap.....			74.0	1.53		
Carroll.....			66.6	1.53		
Cheshire.....			73.2	1.53		
Cook.....			67.8	1.53		
Coos.....			71.2	1.53		
Hillsborough.....			71.2	1.53		
Merrimack.....			65.5	1.53		
Rockingham.....			69.5	1.53		
Stratford.....			76.3	1.53		
Sullivan.....			68.9	1.53		
State check yield.....			68.9			

RULES AND REGULATIONS

NEW YORK

NORTH CAROLINA

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 2:						
Albany	41.0	1.10	55.7	1.48	51.1	1.22
Albany	41.5	1.10	52.9	1.48	51.1	1.22
St. Lawrence	38.9	1.10	46.9	1.48	51.1	1.22
District 3:						
Columbia	41.7	1.10	53.9	1.48	51.1	1.22
Essex	40.9	1.10	53.9	1.48	51.1	1.22
Franklin	41.5	1.10	52.7	1.48	51.1	1.22
Hamilton						
Warren			58.6	1.48	51.1	1.22
District 4:						
Essex	39.7	1.10	71.4	1.48	51.1	1.22
Genees	41.3	1.10	57.5	1.48	51.1	1.22
Livingston	42.8	1.10	57.5	1.48	51.1	1.22
Monroe	42.6	1.10	71.0	1.48	51.1	1.22
Niagara	40.9	1.10	71.4	1.48	51.1	1.22
Ontario	42.9	1.10	76.9	1.48	51.1	1.22
Orleans	41.7	1.10	74.7	1.48	51.1	1.22
Seneca	40.6	1.10	73.5	1.48	51.1	1.22
Yates	41.9	1.10	66.3	1.48	51.1	1.22
Washington	42.5	1.10	72.4	1.48	51.1	1.22
Yates	44.2	1.10	67.6	1.48	51.1	1.22
District 5:						
Cayuga	44.0	1.10	67.0	1.48	51.1	1.22
Chemung	42.6	1.10	64.6	1.48	51.1	1.22
Chenango	43.3	1.10	66.3	1.48	51.1	1.22
Cortland	40.4	1.10	62.8	1.48	51.1	1.22
Herkimer	41.7	1.10	61.6	1.48	51.1	1.22
Madison	41.7	1.10	62.4	1.48	51.1	1.22
Ontario	41.0	1.10	58.5	1.48	51.1	1.22
Oswego	41.0	1.10	64.2	1.48	51.1	1.22
District 6:						
Albany	35.9	1.10	63.1	1.48	51.1	1.22
Fulton	34.2	1.10	61.6	1.48	51.1	1.22
Montgomery	37.9	1.10	68.4	1.48	51.1	1.22
Rensselaer	38.1	1.10	61.6	1.48	51.1	1.22
Saratoga	38.5	1.10	63.2	1.48	51.1	1.22
Schoharie	38.6	1.10	74.9	1.48	51.1	1.22
Washington	37.5	1.10	65.8	1.48	51.1	1.22
District 7:						
Albany	36.1	1.10	65.9	1.48	51.1	1.22
Cattaraugus	38.3	1.10	70.7	1.48	51.1	1.22
Chautauque	33.7	1.10	70.7	1.48	51.1	1.22
Shenandoah	38.2	1.10	71.0	1.48	51.1	1.22
District 8:						
Broome	39.5	1.10	71.0	1.48	51.1	1.22
Chemung	38.4	1.10	74.9	1.48	51.1	1.22
Schuyler	38.1	1.10	67.7	1.48	51.1	1.22
Tioga	34.8	1.10	73.3	1.48	51.1	1.22
Tompkins	40.6	1.10	70.1	1.48	51.1	1.22
District 9:						
Columbia	40.1	1.10	69.0	1.48	51.1	1.22
Delaware	39.2	1.10	60.9	1.48	51.1	1.22
Greene	40.6	1.10	61.6	1.48	51.1	1.22
Orange	39.2	1.10	67.9	1.48	51.1	1.22
Putnam			63.8	1.48	51.1	1.22
Rockland	39.2	1.10	63.8	1.48	51.1	1.22
Sullivan			58.1	1.48	51.1	1.22
Ulster	38.1	1.10	62.5	1.48	51.1	1.22
Westchester			66.8	1.48	51.1	1.22
District 9A:						
New York City						
Suffolk			60.7	1.48	51.1	1.22
State check yield.	41.6		68.4		51.1	

RULES AND REGULATIONS

OKLAHOMA

OHIO—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 2—Continued						
Medina.....	47.7	1.03	86.4	1.37	62.0	1.13
Portage.....	45.0	1.03	80.0	1.40	65.0	1.13
Stark.....	48.9	1.03	78.8	1.39	62.0	1.13
Summit.....	40.6	1.03	73.3	1.38	60.0	1.13
Trumbull.....	48.0	1.05	78.2	1.42	62.0	1.13
Wayne.....	40.5	1.03	91.0	1.37	66.6	1.13
District 4:						
Adams.....	42.8	1.02	85.0	1.32	62.0	1.13
Cincinnati.....	48.4	1.00	90.0	1.33	65.0	1.13
Campaign.....	45.9	1.00	90.5	1.33	62.0	1.13
Clark.....	45.7	1.03	89.6	1.32	60.0	1.13
Darke.....	42.0	1.03	86.7	1.33	62.1	1.13
Hardin.....	39.7	1.01	80.0	1.33	59.6	1.13
Logan.....	42.0	1.02	85.0	1.32	66.6	1.13
Mercer.....	43.5	1.01	87.8	1.32	62.6	1.13
Miami.....	37.9	1.02	85.5	1.32	58.8	1.13
Schuyler.....	43.0	1.02	82.0	1.34	59.1	1.13
District 5:						
Delaware.....	43.3	1.02	85.3	1.36	61.4	1.13
Fairfield.....	41.5	1.00	89.0	1.35	57.3	1.13
Fayette.....	42.8	1.02	82.0	1.34	57.3	1.13
Franklin.....	44.4	1.02	83.9	1.35	56.6	1.13
Knot.....	43.0	1.02	80.8	1.35	59.5	1.13
Licking.....	40.6	1.01	88.0	1.34	62.0	1.13
Madison.....	41.4	1.01	84.4	1.34	62.0	1.13
Marion.....	44.2	1.02	78.9	1.35	57.3	1.13
Picaway.....	39.1	1.01	86.1	1.35	61.6	1.13
Ross.....	35.3	1.01	83.0	1.36	63.7	1.13
Union.....	46.2	1.02	83.0	1.33	57.0	1.13
District 6:						
Belmont.....	46.2	1.03	68.4	1.41	60.7	1.13
Carroll.....	45.9	1.03	73.1	1.40	55.7	1.13
Coshocton.....	42.6	1.03	73.4	1.37	49.7	1.13
Harrison.....	43.0	1.03	81.0	1.37	65.9	1.13
Jackson.....	46.5	1.04	67.0	1.42	62.0	1.13
Tuscarawas.....	40.1	1.03	83.2	1.39	60.7	1.13
District 7:						
Butler.....	43.0	1.00	80.0	1.33	55.7	1.13
Clermont.....	33.7	1.00	67.1	1.35	49.7	1.13
Clinton.....	39.7	1.00	90.0	1.34	65.9	1.13
Greene.....	45.9	1.00	80.0	1.33	62.0	1.13
Hamilton.....	40.3	1.00	82.1	1.32	57.0	1.13
Honolulu.....	42.1	1.00	88.0	1.32	57.0	1.13
Paris.....	38.5	1.00	78.5	1.34	56.4	1.13
Warren.....	30.5	1.00	74.5	1.37	53.6	1.13
District 8:						
Adams.....	35.4	1.00	73.0	1.37	50.7	1.13
Brown.....	43.5	1.00	71.4	1.38	51.8	1.13
Gallia.....	36.8	1.00	80.8	1.35	59.5	1.13
Highland.....	40.3	1.00	69.6	1.36	51.3	1.13
Jackson.....	33.0	1.00	73.0	1.36	51.3	1.13
Lawrence.....	33.0	1.00	73.0	1.36	51.3	1.13
Scioto.....	42.4	1.00	72.0	1.37	62.7	1.13
District 9:						
Athens.....	43.3	1.02	66.5	1.39	52.0	1.13
Guernsey.....	40.6	1.03	70.0	1.39	55.9	1.13
Hocking.....	39.7	1.02	70.7	1.37	55.9	1.13
Meigs.....	38.8	1.00	70.0	1.39	52.0	1.13
Monroe.....	44.0	1.03	71.2	1.38	50.7	1.13
Morgan.....	43.5	1.03	69.6	1.37	53.4	1.13
Newark.....	41.5	1.03	68.9	1.37	51.8	1.13
Noble.....	46.6	1.02	71.9	1.37	51.8	1.13
Perry.....	40.9	1.02	63.7	1.37	50.2	1.13
Washington.....	45.5	1.03	76.1	1.40	58.9	1.13
State check yield.....	43.7		84.8		58.9	

RULES AND REGULATIONS

PENNSYLVANIA

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Crawford.....	34.6	1.10	66.3	1.45	52.1	1.22
Erie.....	34.6	1.10	62.3	1.45	52.1	1.22
Forest.....	42.1	1.10	60.4	1.45	52.1	1.22
Mercer.....	40.2	1.10	58.4	1.45	52.1	1.22
Venango.....	36.5	1.10	61.0	1.45	52.1	1.22
Warren.....	35.5	1.10	62.9	1.45	52.1	1.22
District 2:						
Bradford.....	35.0	1.10	58.5	1.45	52.1	1.22
Cameron.....	33.0	1.10	63.7	1.45	52.1	1.22
Clinton.....	43.0	1.10	62.0	1.45	52.1	1.22
Elk.....	38.4	1.10	66.0	1.45	52.1	1.22
Franklin.....	38.0	1.10	58.5	1.45	52.1	1.22
Greene.....	36.5	1.10	63.5	1.45	52.1	1.22
Potter.....	36.5	1.10	63.0	1.45	52.1	1.22
Sullivan.....	36.5	1.10	63.0	1.45	52.1	1.22
Tioga.....	39.0	1.10	61.0	1.45	52.1	1.22
District 3:						
Lackawanna.....	37.4	1.10	58.5	1.45	52.1	1.22
Susquehanna.....	38.0	1.10	63.0	1.45	52.1	1.22
Wayne.....	42.0	1.10	63.0	1.45	52.1	1.22
District 4:						
Armstrong.....	44.0	1.10	66.5	1.45	52.1	1.22
Beaver.....	46.8	1.10	61.0	1.45	52.1	1.22
Butler.....	44.9	1.10	69.3	1.45	52.1	1.22
Clarion.....	38.0	1.10	59.4	1.45	52.1	1.22
Indiana.....	42.1	1.10	64.3	1.45	52.1	1.22
Jefferson.....	43.0	1.10	63.0	1.45	52.1	1.22
Lawrence.....	46.8	1.10	68.0	1.45	52.1	1.22
District 5:						
Blair.....	37.4	1.10	71.1	1.45	52.1	1.22
Cambria.....	44.0	1.10	64.8	1.45	52.1	1.22
Cameron.....	42.1	1.10	67.5	1.45	52.1	1.22
Clearfield.....	35.0	1.10	60.0	1.45	52.1	1.22
Columbia.....	45.8	1.10	68.4	1.45	52.1	1.22
Dauphin.....	45.2	1.10	71.9	1.45	52.1	1.22
Huntingdon.....	38.0	1.10	64.2	1.45	52.1	1.22
Juniata.....	44.0	1.10	69.3	1.45	52.1	1.22
Mifflin.....	37.1	1.10	70.2	1.45	52.1	1.22
Montour.....	46.8	1.10	71.5	1.45	52.1	1.22
Northumberland.....	46.8	1.10	70.2	1.45	52.1	1.22
Perry.....	44.0	1.10	68.4	1.45	52.1	1.22
Snyder.....	44.0	1.10	70.2	1.45	52.1	1.22
Union.....	43.0	1.10	67.5	1.45	52.1	1.22
District 6:						
Carbon.....	50.6	1.10	70.9	1.45	52.1	1.22
Lehigh.....	43.0	1.10	63.0	1.45	52.1	1.22
Luzyrne.....	52.1	1.10	73.5	1.45	52.1	1.22
Monroe.....	30.0	1.10	74.9	1.45	52.1	1.22
Northampton.....	30.0	1.10	62.9	1.45	52.1	1.22
Pike.....	40.2	1.10	62.9	1.45	52.1	1.22
Perryville.....	35.0	1.10	54.0	1.45	52.1	1.22
Schuylkill.....	38.0	1.10	58.5	1.45	52.1	1.22
York.....	39.2	1.10	54.8	1.45	52.1	1.22
District 7:						
Berks.....	39.2	1.10	63.9	1.45	52.1	1.22
Chester.....	37.0	1.10	65.7	1.45	52.1	1.22
Dauphin.....	46.8	1.10	72.0	1.45	52.1	1.22
Franklin.....	46.8	1.10	71.1	1.45	52.1	1.22
Lebanon.....	46.8	1.10	61.2	1.45	52.1	1.22
York.....	50.5	1.10	73.5	1.45	52.1	1.22

OKLAHOMA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 3—Continued						
Coal.....	28.6	.98	33.7	1.39	1.13	
Carter.....	24.6	.98	29.4	1.39	1.13	
Cherokee.....	23.6	.98	28.3	1.39	1.13	
Cotton.....	23.6	.98	29.1	1.39	1.13	
Johnston.....	24.6	.98	31.0	1.39	1.13	
LeFlore.....	23.6	.98	30.5	1.39	1.13	
Marshall.....	23.4	.98	32.0	1.39	1.13	
Murray.....	23.9	.98	33.4	1.39	1.13	
Pontotoc.....	23.4	.98	28.5	1.39	1.13	
District 9:						
Cherokee.....	21.2	.98	23.9	1.39	1.09	
Laine.....	27.1	.98	23.9	1.39	1.09	
McCurain.....	34.6	.98	25.1	1.39	1.10	
PUSHMATAHA.....						
State check yield.....	24.8		37.2			

OREGON

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Clatsop.....	51.3	1.10	92.4	1.45	1.13	
Columbia.....	39.3	1.11	84.9	1.45	45.7	
Lane.....	42.3	1.08	85.2	1.45		
Lincoln.....	52.5	1.08	88.9	1.45		
Linn.....	47.3	1.10	77.2	1.45		
Marion.....	48.6	1.12	70.7	1.45		
Multnomah.....	43.9	1.12	70.4	1.45		
Polk.....	46.5	1.11	68.8	1.45		
Washington.....	40.9	1.18	70.7	1.45		
Washburn.....	60.0	1.12	73.2	1.45		
District 2:						
Gilliam.....	37.1	1.11	61.6	1.45		
Hood River.....	34.8	1.14	63.7	1.45		
Morrow.....	41.0	1.10	88.2	1.45		
Sherman.....	37.1	1.11	90.4	1.45		
Wasco.....						
District 3:						
Umatilla.....	39.1	1.04	82.9	1.45		
Union.....	41.5	1.09	80.3	1.45	68.5	1.13
Wallowa.....	40.3	1.05				
District 7:						
Cooch.....	35.0	1.02	82.0	1.45		
Douglas.....	47.8	1.02	71.9	1.45	57.1	1.13
Jackson.....	33.0	1.02	82.1	1.45		
Josephine.....	44.8	1.09	61.6	1.45		
Deechees.....	30.4	1.09	61.6	1.45		
Grant.....	22.6	1.17	77.0	1.45		
Harney.....	45.0	1.05				
Jefferson.....	28.0	1.05				
Klamath.....	33.8	1.00				
Lake.....	34.9	1.00	96.2	1.45	68.5	1.13
Malheur.....	34.9	1.09				
Wheeler.....						
State check yield.....	43.2		84.3		64.1	

RULES AND REGULATIONS

PENNSYLVANIA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 9:						
Berks.....	44.8	1.10	71.0	1.48	52.1	1.22
Bucks.....	51.4	1.10	72.0	1.48	52.1	1.22
Chester.....	47.6	1.10	72.9	1.48	52.1	1.22
Delaware.....	40.3	1.10	76.2	1.48	52.1	1.22
Lebanon.....	49.6	1.10	73.8	1.48	52.1	1.22
Montgomery.....	46.8	1.10	70.2	1.48	52.1	1.22
Philadelphia.....	50.0	1.10	61.1	1.48	52.1	1.22
State check yield.....	46.3		60.4		52.1	

PENNSYLVANIA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 9:						
Berks.....	44.8	1.10	71.0	1.48	52.1	1.22
Bucks.....	51.4	1.10	72.0	1.48	52.1	1.22
Chester.....	47.6	1.10	72.9	1.48	52.1	1.22
Delaware.....	40.3	1.10	76.2	1.48	52.1	1.22
Lebanon.....	49.6	1.10	73.8	1.48	52.1	1.22
Montgomery.....	46.8	1.10	70.2	1.48	52.1	1.22
Philadelphia.....	50.0	1.10	61.1	1.48	52.1	1.22
State check yield.....	46.3		60.4		52.1	

RHODE ISLAND

Bristol.....	50.9	1.53	50.2	1.22		
Kent.....	56.9	1.53				
Newport.....	56.9	1.53				
Providence.....	56.9	1.53				
Washington.....	56.9	1.53				
State check yield.....	56.9		51.7			

SOUTH DAKOTA

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Butte.....	31.9	0.80	60.4	1.26	25.7	1.05
Cotton.....	24.5	.84	24.2	1.24	17.6	1.05
Dewey.....	21.7	.85	21.7	1.24	19.7	1.05
Harding.....	25.1	.82	18.9	1.25	17.1	1.05
Ziebach.....	24.5	.83	20.4	1.25	16.0	1.05
District 2:						
Brown.....	30.0	1.00	35.1	1.19	34.9	1.05
Campbell.....	26.3	.91	31.4	1.22	22.8	1.05
Edmunds.....	28.2	.88	31.4	1.21	23.7	1.05
Faulk.....	30.2	.99	30.5	1.21	32.6	1.05
McPherson.....	32.2	.86	32.2	1.21	27.5	1.05
Fortter.....	37.2	1.00	36.3	1.19	37.9	1.05
Walgath.....	29.6	.96	35.1	1.23	22.9	1.05
District 3:						
Clark.....	25.4	1.01	33.3	1.19	38.3	1.05
Codington.....	27.3	1.01	36.9	1.19	34.8	1.05
Day.....	34.7	1.00	30.2	1.19	32.8	1.05
Deuel.....	31.6	1.00	34.8	1.19	35.8	1.05
Grant.....	30.7	1.00	44.6	1.19	37.9	1.05
Hamlin.....	30.7	1.00	40.6	1.19	33.8	1.05
Robert.....	33.7	1.00	43.2	1.19	37.2	1.05
District 4:						
Haakon.....	30.0	.96	27.3	1.24	18.6	1.05
Jackson.....	26.6	.84	26.6	1.25	10.5	1.05
Lawrence.....	25.9	.90	56.4	1.25	17.4	1.05
Meade.....	28.9	.91	27.1	1.25	33.0	1.05
Stanton.....	28.1	.97	30.6	1.24	20.3	1.05
District 5:						
Aurora.....	30.7	.84	36.7	1.19	43.8	1.05
Beadle.....	27.2	.69	33.7	1.19	35.0	1.05
Brule.....	31.5	.95	31.5	1.20	44.1	1.05
Butte.....	31.2	.95	28.4	1.20	33.0	1.05
Buffalo.....	29.8	.99	52.1	1.20	35.6	1.05
Hand.....	28.0	.88	32.4	1.21	31.0	1.05
Hughes.....	28.4	.88	34.0	1.19	34.7	1.05
Hyde.....	30.7	.88	30.0	1.22	30.2	1.05
District 6:						
Brookings.....	31.1	1.01	52.5	1.19	44.1	1.06
Davidson.....	32.6	.95	37.3	1.19	41.3	1.06
Hanson.....	32.8	.96	44.6	1.19	48.3	1.06
Kingsbury.....	28.9	.89	45.3	1.19	40.4	1.06
Lake.....	31.0	.96	48.7	1.19	50.7	1.06
McCook.....	30.2	.86	42.7	1.20	47.6	1.06
Minnehaha.....	36.4	.98	58.6	1.20	53.4	1.06
Moody.....	33.3	1.01	60.3	1.19	51.8	1.07
Sanborn.....	27.9	.96	39.8	1.19	36.8	1.06
District 7:						
Bennett.....	31.5	.94	25.0	1.26	22.6	1.05
Custer.....	23.1	.84	46.4	1.26	18.3	1.05

SOUTH CAROLINA

Anderson.....	37.1	1.10	38.9	1.47	31.4	1.22
Cherokee.....	38.2	1.10	34.6	1.47	25.7	1.22
Greenville.....	39.6	1.10	37.6	1.47	27.6	1.22
Oconee.....	31.0	1.10	36.6	1.47	27.6	1.22
Pickens.....	33.3	1.10	35.6	1.47	28.0	1.22
Spartanburg.....	38.5	1.10	37.5	1.47	27.5	1.22
Union.....	37.7	1.10	30.8	1.47	26.4	1.22
District 2:						
Chester.....	33.6	1.10	29.8	1.47	30.3	1.22
Fairfield.....	36.1	1.10	28.3	1.47	28.4	1.22
Kershaw.....	33.7	1.10	32.3	1.47	31.4	1.22
York.....	41.6	1.10	33.0	1.47	30.5	1.22
District 3:						
Chesterfield.....	29.8	1.10	38.4	1.47	32.3	1.22
Darlington.....	33.9	1.10	51.2	1.47	29.7	1.22
Dillon.....	33.3	1.10	28.6	1.47	28.6	1.22
Florence.....	34.5	1.10	52.0	1.47	30.0	1.22
Georgetown.....	31.7	1.10	35.1	1.47	28.6	1.22
Horry.....	28.9	1.10	47.6	1.47	28.6	1.22
Marion.....	33.9	1.10	47.5	1.47	30.3	1.22
Williamsburg.....	32.8	1.10	48.2	1.47	29.9	1.22
District 4:						
Abbeville.....	34.9	1.10	33.2	1.47	27.6	1.22
Alcon.....	36.3	1.10	31.3	1.47	27.6	1.22
Edgefield.....	36.9	1.10	35.3	1.47	28.9	1.22
Greenwood.....	40.3	1.10	36.7	1.47	28.4	1.22
McCormick.....	24.3	1.10	36.8	1.47	32.4	1.22
Salisbury.....	40.5	1.10	39.2	1.47	31.8	1.22
District 5:						
Calhoun.....	42.8	1.10	42.5	1.47	27.6	1.22
Clarendon.....	40.0	1.10	46.5	1.47	30.8	1.22
Lee.....	38.8	1.10	49.4	1.47	28.0	1.22
Lexington.....	35.3	1.10	38.3	1.47	28.0	1.22
Orangeburg.....	36.0	1.10	44.5	1.47	31.9	1.22
Richland.....	33.5	1.10	44.2	1.47	31.9	1.22
District 7:						
Sumter.....	38.5	1.10	48.1	1.47	30.7	1.22
District 8:						
Alameda.....	34.7	1.10	52.0	1.47	26.4	1.22
Bamberg.....	34.3	1.10	47.3	1.47	25.8	1.22

RULES AND REGULATIONS

TENNESSEE—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 4—Continued						
Lincoln.....	27.4	1.07	45.7	1.41	41.5	1.19
Mason.....	35.9	1.07	48.6	1.42	46.0	1.19
Marshall.....	28.6	1.07	46.1	1.43	42.0	1.19
Mauri.....	24.0	1.07	48.0	1.41	46.1	1.19
Moore.....	28.0	1.07	45.3	1.42	42.7	1.19
Rutherford.....	31.9	1.07	51.9	1.40	41.3	1.19
Smith.....	32.8	1.07	51.7	1.42	48.0	1.19
Sumner.....	29.5	1.07	50.0	1.42	47.2	1.19
Union.....	30.3	1.07	48.7	1.42	40.0	1.19
Washington.....	28.9	1.07	46.3	1.42	42.6	1.19
District 5:						
Bledsoe.....	33.0	1.07	54.3	1.43	49.0	1.19
Coffee.....	24.0	1.07	54.5	1.42	40.0	1.19
Cumberland.....	33.7	1.07	55.9	1.44	38.0	1.19
Fentress.....	31.3	1.07	56.2	1.41	38.0	1.19
Franklin.....	28.0	1.07	58.3	1.43	44.3	1.19
Grundy.....	30.0	1.07	53.4	1.42	40.0	1.19
Marion.....	31.0	1.07	52.8	1.44	48.0	1.19
Morgan.....	33.0	1.07	49.5	1.43	34.0	1.19
Owen.....	32.9	1.07	55.3	1.43	40.6	1.19
Pickett.....	31.1	1.07	48.7	1.43	52.9	1.19
Punnam.....	28.4	1.07	55.5	1.44	40.0	1.19
Scott.....	31.9	1.07	57.1	1.43	34.7	1.19
Sequatchie.....	24.4	1.07	52.6	1.43	35.0	1.19
Van Buren.....	23.0	1.07	52.4	1.43	36.7	1.19
White.....						
District 6:						
Anderson.....	34.0	1.07	49.0	1.46	30.0	1.19
Benton.....	42.0	1.07	57.0	1.46	49.0	1.19
Bledsoe.....	32.0	1.07	54.5	1.44	43.8	1.19
Campbell.....	38.5	1.07	53.6	1.45		
Carter.....	38.0	1.07	64.6	1.46	30.0	1.19
Claborn.....	41.0	1.07	61.0	1.46	45.0	1.19
Cocke.....	39.0	1.07	58.9	1.46	35.0	1.19
Greene.....	32.0	1.07	59.8	1.46	50.0	1.19
Hamblen.....	43.0	1.07	58.3	1.46	34.0	1.19
Hamilton.....	27.4	1.07	47.6	1.46	41.0	1.19
Hartman.....	33.8	1.07	61.5	1.46		
Harrison.....	36.1	1.07	60.4	1.46	38.0	1.19
Jefferson.....	39.7	1.07	58.7	1.46	38.0	1.19
Knox.....	39.0	1.07	77.0	1.46		
Loudon.....	33.0	1.07	54.3	1.45	46.0	1.19
McMinn.....	33.0	1.07	56.5	1.44	40.0	1.19
Meigs.....	37.5	1.07	51.7	1.45	40.0	1.19
Monroe.....	37.5	1.07	50.4	1.44	43.1	1.19
Folk.....	27.2	1.07	50.5	1.44	44.0	1.19
Rhea.....	29.4	1.07	50.8	1.45	37.3	1.19
Sevier.....	37.4	1.07	56.6	1.45	41.5	1.19
Sullivan.....	40.3	1.07	57.7	1.46	52.7	1.19
Union.....	42.2	1.07	68.0	1.46		
Washington.....					39.0	1.19
State check yield.....	31.2		52.3		42.9	

TEXAS

County	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1-N:						
Armstrong.....	23.6	1.02	54.5	1.41	53.9	1.14
Briscoe.....	25.1	1.02	71.1	1.41	61.0	1.14
Carson.....	23.7	1.02	92.4	1.41	63.0	1.14
Castro.....	20.3	1.00	46.8	1.41	89.9	1.14
Dallam.....	37.6	1.02	76.5	1.41	39.1	1.14
Deaf Smith.....					83.0	1.14

SOUTH DAKOTA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 7—Continued						
Fall River.....	28.1	.89	63.5	1.30	20.3	1.05
Shannon.....	28.0	.93	58.1	1.28	19.7	1.05
Washburn.....	28.2	.94	24.1	1.26	18.5	1.06
District 8:						
Gregory.....	32.4	.99	37.6	1.20	46.8	1.05
Johnson.....	29.9	.95	29.3	1.06	20.3	1.05
Kimball.....	27.7	.95	30.7	1.08	32.5	1.05
Mellette.....	29.8	.96	24.0	1.24	29.2	1.08
Woods.....	27.1	.95	26.3	1.24	24.6	1.08
Todd.....	30.9	.87	34.4	1.21	39.7	1.06
District 9:						
Bon Homme.....	27.4	.95	49.4	1.20	52.1	1.09
Charles Mix.....	27.4	.95	40.6	1.19	51.2	1.07
Clay.....	31.4	.96	53.3	1.21	62.5	1.10
Dewey.....	28.1	.94	40.1	1.19	48.0	1.07
Douglas.....	31.0	.95	46.9	1.20	53.8	1.06
Litchamson.....	33.7	.97	58.8	1.10	62.0	1.06
Lincoln.....	28.9	.96	53.2	1.21	56.1	1.09
Turner.....	31.8	.96	61.2	1.21	67.3	1.10
Union.....	29.3	.97	55.1	1.21	55.3	1.10
Yankton.....	29.0		44.0		39.8	
State check yield.....						

TENNESSEE

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Dyer.....	26.2	1.07	58.3	1.39	44.3	1.19
Lake.....	38.0	1.07	67.0	1.38	51.0	1.19
Laurens.....	33.7	1.07	59.1	1.39	53.2	1.19
Obion.....	29.5	1.07	42.6	1.39	40.5	1.19
Shelby.....	36.8	1.07	51.8	1.39	42.9	1.19
Tipton.....						
District 2:						
Carroll.....	29.2	1.07	50.4	1.40	38.7	1.19
Crockett.....	26.6	1.07	40.8	1.40	41.3	1.19
Franklin.....	29.4	1.07	50.0	1.40	42.2	1.19
Gibson.....	37.0	1.07	48.8	1.40	37.0	1.19
Hardeman.....	32.0	1.07	41.8	1.39	42.9	1.19
Haywood.....	35.0	1.07	48.2	1.40	41.8	1.19
Henderson.....	28.5	1.07	52.9	1.40	47.0	1.19
Henry.....	33.0	1.07	50.4	1.41	49.1	1.19
McNairy.....	33.0	1.07	50.1	1.40	40.3	1.19
Madison.....	28.8	1.07	50.1	1.39	38.8	1.19
Meigs.....	28.8	1.07	50.2	1.39	45.0	1.19
Monroe.....	23.8	1.07	46.1	1.41	31.8	1.19
Cheatham.....	41.0	1.07	53.9	1.41	39.9	1.19
Decatur.....	30.8	1.07	50.8	1.41	30.0	1.19
Dickson.....	22.4	1.07	46.7	1.41	35.0	1.19
Hickman.....	30.9	1.07	48.7	1.41	48.0	1.19
Houston.....	37.0	1.07	43.2	1.41	43.4	1.19
Humphreys.....	28.6	1.07	55.6	1.41	39.2	1.19
Lawrence.....	23.8	1.07	43.0	1.41	37.5	1.19
Lewis.....	36.1	1.07	47.9	1.41	33.0	1.19
Polk.....	22.4	1.07	52.0	1.41	45.3	1.19
Robertson.....	40.5	1.07	58.6	1.41	38.9	1.19
Stewart.....	25.7	1.07	48.0	1.41	50.7	1.19
Wayne.....	24.4	1.07	46.6	1.41	41.0	1.19
District 4:						
Bedford.....	24.9	1.07	43.3	1.42	46.0	1.19
Cannon.....	25.9	1.07	40.6	1.43	40.8	1.19
Clay.....	28.4	1.07	50.9	1.43	43.1	1.19
Dayton.....	27.7	1.07	48.5	1.43	47.0	1.19
De Kalb.....	25.7	1.07	51.0	1.43	47.0	1.19
Giles.....	24.4	1.07	46.0	1.41	38.9	1.19
Jackson.....					42.0	1.19

RULES AND REGULATIONS

TEXAS—Continued

TEXAS—Continued

County	Barley		Corn		Grain sorghum		County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)		Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1-N—Continued							District 3—Continued						
Floyd.....	28.0	1.02	70.1	1.41	82.7	1.14	Franklin.....	18.7	1.06	22.4	1.41	23.2	1.19
Gray.....	21.7	1.02	84.9	1.41	88.9	1.14	Harris.....	28.0	1.07	24.4	1.41	24.6	1.19
Hale.....	20.8	1.00	78.4	1.41	83.0	1.14	Haskell.....	19.6	1.05	23.6	1.41	24.0	1.17
Haskell.....	20.8	1.00	78.4	1.41	83.0	1.14	Jefferson.....	19.1	1.09	21.1	1.41	27.1	1.22
Hawley.....	20.2	1.00	64.3	1.41	67.6	1.14	Madison.....	23.3	1.05	24.7	1.41	23.4	1.17
Hempshall.....	22.2	1.00	82.2	1.41	87.2	1.14	Montague.....	19.4	1.08	20.1	1.41	22.6	1.18
Hutchinson.....	22.3	1.00	76.8	1.41	81.0	1.14	Palo Pinto.....	19.7	1.08	23.6	1.41	23.9	1.18
Lipscomb.....	20.4	1.00	70.4	1.41	82.0	1.14	Parker.....	18.2	1.08	20.3	1.41	23.9	1.18
Moore.....	21.9	1.00	84.7	1.41	82.6	1.14	Shackelford.....	19.6	1.05	22.1	1.41	22.1	1.20
Ochiltree.....	22.8	1.00	72.2	1.41	83.0	1.14	Stephens.....	19.5	1.05	18.6	1.41	1.17	1.17
Oldham.....	20.9	1.01	82.2	1.41	82.2	1.14	Tarrant.....	27.8	1.03	24.4	1.41	23.8	1.15
Panola.....	23.1	1.01	82.2	1.41	82.2	1.14	Texas.....	22.7	1.07	24.7	1.41	23.2	1.19
Parmer.....	23.0	1.02	65.3	1.41	72.6	1.14	Young.....	22.7	1.05	20.7	1.41	24.4	1.17
Randall.....	23.5	1.02	63.0	1.41	74.0	1.14	District 4:						
Roberts.....	22.9	1.00	72.4	1.41	86.7	1.14	Bell.....	19.9	1.12	36.0	1.41	35.9	1.26
Sherman.....	20.4	1.00	70.0	1.41	87.8	1.14	Bosque.....	20.7	1.10	35.1	1.41	32.4	1.20
Swisher.....	28.6	1.02	89.8	1.41	87.8	1.14	Collin.....	24.6	1.08	34.7	1.41	32.6	1.23
District 1-S:							Cook.....	17.0	1.11	17.0	1.41	1.24	1.18
Andrews.....	31.1	1.02	40.9	1.41	22.8	1.14	Coryell.....	23.0	1.09	34.5	1.41	33.9	1.22
Bailey.....	30.2	1.02	50.2	1.41	34.7	1.14	Delta.....	32.0	1.05	32.0	1.41	32.0	1.18
Cochran.....	34.2	1.02	73.3	1.41	52.7	1.14	Denton.....	26.0	1.07	33.7	1.41	33.8	1.19
Dewey.....	17.1	1.02	46.5	1.41	23.4	1.14	Ellis.....	33.1	1.41	22.5	1.41	1.22	1.22
Garza.....	17.1	1.02	46.5	1.41	23.4	1.14	Falls.....	21.1	1.13	33.9	1.41	37.4	1.27
Gaines.....	17.1	1.02	46.5	1.41	23.4	1.14	Fannin.....	23.1	1.09	36.5	1.41	36.5	1.18
Glasscock.....	40.6	.97	65.2	1.41	37.0	1.14	Grayson.....	23.1	1.06	32.7	1.41	32.7	1.20
Hockley.....	25.3	1.02	60.5	1.41	21.2	1.14	Haskell.....	19.1	1.11	33.6	1.41	1.24	1.24
Howard.....	19.7	1.02	44.3	1.41	21.3	1.14	Hill.....	20.9	1.07	26.7	1.41	33.6	1.20
Howell.....	27.5	1.02	60.9	1.41	28.3	1.14	Johnson.....	23.1	1.09	33.1	1.41	33.9	1.19
Lamb.....	23.7	1.02	42.2	1.41	22.8	1.14	Kaufman.....	21.3	1.08	32.0	1.41	33.8	1.21
Lynn.....	23.7	1.02	42.2	1.41	22.8	1.14	Lamar.....	21.5	1.05	35.1	1.41	37.6	1.17
Lubbock.....	40.6	1.01	60.9	1.41	22.1	1.14	Limestone.....	20.7	1.13	29.7	1.41	32.0	1.27
Midland.....	14.8	1.01	53.1	1.41	33.1	1.14	McLennan.....	22.8	1.12	36.4	1.41	48.3	1.25
Midland.....	14.8	1.01	53.1	1.41	33.1	1.14	McLennan.....	20.6	1.11	33.6	1.41	33.7	1.23
Terry.....	23.2	1.02	62.5	1.41	31.7	1.14	Navarro.....	21.8	1.09	30.2	1.41	34.5	1.19
Yoakum.....	26.5	1.02	62.5	1.41	31.7	1.14	Rockwall.....	20.6	1.07	21.8	1.41	34.5	1.22
District 2-N:							Tarrant.....	21.8	1.09	30.9	1.41	34.5	1.22
Borden.....	16.2	1.02	23.6	1.41	25.5	1.14	Williamson.....	20.6	1.13	32.3	1.41	39.0	1.27
Childress.....	21.9	1.02	22.2	1.41	25.5	1.14	District 5-N:						
Collingsworth.....	13.6	1.02	22.2	1.41	25.5	1.14	Anderson.....	19.7	1.13	36.4	1.41	28.9	1.27
Cottrell.....	21.4	1.02	22.0	1.41	24.3	1.14	Bowie.....	36.9	1.06	40.6	1.41	44.0	1.18
Dobson.....	21.4	1.02	22.0	1.41	24.3	1.14	Camp.....	17.5	1.07	36.7	1.41	40.9	1.20
Dumas.....	20.6	1.02	29.0	1.41	29.4	1.14	Cass.....	38.8	1.41	38.1	1.41	27.4	1.20
Foard.....	24.1	1.02	29.4	1.41	29.4	1.14	Cherokee.....	31.5	1.41	38.8	1.41	27.4	1.20
Garza.....	17.2	1.02	30.6	1.41	23.8	1.14	Franklin.....	31.5	1.41	31.5	1.41	26.8	1.22
Hall.....	19.9	1.02	23.6	1.41	25.9	1.14	Haskell.....	35.8	1.41	44.2	1.41	44.2	1.21
Hardeman.....	24.3	1.02	23.6	1.41	25.9	1.14	Henderson.....	35.0	1.11	35.0	1.41	29.9	1.24
Haskell.....	22.9	1.02	25.5	1.41	24.7	1.14	Hopkins.....	35.7	1.41	32.7	1.41	1.18	1.18
King.....	13.0	1.02	23.3	1.41	24.3	1.14	Houston.....	21.6	1.06	36.6	1.41	29.3	1.29
McCulloch.....	17.6	1.01	23.3	1.41	24.3	1.14	Marion.....	32.0	1.41	32.0	1.41	33.5	1.20
Wichita.....	24.1	1.03	29.5	1.41	30.2	1.14	Morris.....	36.3	1.41	36.3	1.41	30.3	1.25
Wilbarger.....	24.0	1.02	28.0	1.41	31.2	1.14	Parmer.....	19.4	1.11	33.4	1.41	32.7	1.24
District 2-S:							Rockwall.....	19.4	1.09	29.5	1.41	29.5	1.22
Baylor.....	24.2	1.02	22.0	1.41	30.3	1.14	Rusk.....	23.1	1.04	36.5	1.41	35.1	1.16
Coleman.....	19.7	1.05	21.2	1.41	24.8	1.14	Shelby.....	34.3	1.41	34.3	1.41	28.9	1.25
Fisher.....	21.0	1.02	19.2	1.41	26.9	1.14	Smith.....	38.7	1.41	38.7	1.41	31.0	1.24
Haskell.....	23.6	1.02	18.2	1.41	26.9	1.14	Titus.....	42.6	1.41	42.6	1.41	30.5	1.20
Jones.....	23.8	1.02	29.6	1.41	29.6	1.14	Upshur.....	33.8	1.41	33.8	1.41	31.8	1.22
Marshall.....	21.3	1.02	19.9	1.41	23.0	1.14	Van Zandt.....	21.0	1.09	33.7	1.41	31.3	1.22
McIntosh.....	21.1	1.02	19.9	1.41	23.0	1.14	District 5-S:						
Nolan.....	22.1	1.02	19.2	1.41	32.2	1.14	Angelina.....	33.4	1.41	33.4	1.41	34.9	1.20
Runnels.....	22.1	1.04	18.6	1.41	26.3	1.14	Brazos.....	21.9	1.16	36.8	1.41	43.8	1.29
Scurry.....	20.7	1.02	18.6	1.41	26.3	1.14	Freesome.....	20.2	1.13	34.0	1.41	1.36	1.36
Stonewall.....	20.7	1.02	21.2	1.41	24.2	1.14	Grimes.....	27.3	1.16	37.8	1.41	43.8	1.30
Taylor.....	20.6	1.03	19.6	1.41	24.9	1.14	Hardin.....	24.4	1.41	27.2	1.41	27.2	1.30
District 3:							Jasper.....	20.6	1.41	30.0	1.41	20.6	1.30
Archer.....	21.6	1.02	23.4	1.41	25.7	1.14							
Callahan.....	19.5	1.02	21.3	1.41	24.6	1.14							
Callahan.....	19.7	1.04	17.8	1.41	24.2	1.16							
Clay.....	22.7	1.04	22.2	1.41	23.9	1.16							
Comanche.....	18.0	1.07	22.5	1.41	23.9	1.19							
Eastland.....	19.3	1.05	19.4	1.41	22.3	1.18							

RULES AND REGULATIONS

TEXAS—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 8-N—Continued						
Hays	22.7	1.13	27.1	1.41	34.9	1.77
Karnes	24.8	1.12	24.8	1.41	31.1	1.31
Lavaca	23.6	1.12	25.3	1.41	29.9	1.29
Lee	19.2	1.11	32.5	1.41	34.4	1.29
Medina	20.6	1.09	34.5	1.41	36.7	1.29
Travis	20.0	1.15	29.7	1.41	34.1	1.28
Wilson	24.8	1.15	33.2	1.41	31.9	1.27
Worth	24.8	1.11	23.3	1.41	33.9	1.29
District 8-S						
Araucario	20.0	1.41	29.0	1.41	29.1	1.34
Kleberg	27.8	1.41	27.8	1.41	35.7	1.34
Nueces	30.0	1.41	30.0	1.41	28.1	1.34
Refugio	33.2	1.41	33.2	1.41	40.6	1.34
San Patricio	32.3	1.41	32.3	1.41	36.9	1.34
District 9						
Brazoria	34.5	1.41	34.5	1.41	37.5	1.32
Chilton	24.0	1.41	24.0	1.41	29.0	1.30
Fort Bend	37.3	1.41	37.3	1.41	32.6	1.32
Galveston	31.7	1.41	31.7	1.41	35.1	1.32
Harris	36.3	1.41	36.3	1.41	38.3	1.32
Jackson	19.7	1.15	34.5	1.41	41.3	1.29
Jefferson	29.2	1.41	29.2	1.41	33.9	1.30
Liberty	32.2	1.41	32.2	1.41	34.9	1.32
Matagorda	34.1	1.41	34.1	1.41	39.9	1.30
Orange	31.0	1.41	31.0	1.41	16.5	1.29
Victoria	32.2	1.41	32.2	1.41	48.7	1.30
Waller	38.5	1.41	38.5	1.41	42.4	1.31
District 10-N						
Atascosa	17.1	1.10	21.9	1.41	27.9	1.29
Brooks	27.4	1.05	20.2	1.41	22.5	1.23
Dimmit	27.4	1.05	25.7	1.41	20.2	1.23
Duval	17.0	1.09	19.8	1.41	23.5	1.31
Frio	17.0	1.09	28.1	1.41	23.7	1.26
Jim Hogg	20.6	1.41	20.6	1.41	25.1	1.29
Jim Wells	20.0	1.41	20.0	1.41	28.7	1.34
Kenedy	18.9	1.06	20.0	1.41	25.3	1.32
La Salle	17.3	1.11	20.0	1.41	29.9	1.35
Live Oak	28.1	1.04	19.2	1.41	23.4	1.30
McMullen	28.1	1.04	46.0	1.41	23.2	1.22
Maverick	28.1	1.04	22.6	1.41	48.2	1.29
Starr	28.1	1.04	22.1	1.41	23.0	1.27
Webb	28.0	1.05	19.9	1.41	24.7	1.25
Zapata	28.0	1.05	39.8	1.41	40.0	1.23
District 10-S						
Anderson	41.0	1.41	41.0	1.41	44.0	1.22
Brewster	38.5	1.41	43.0	1.41	46.5	1.22
El Paso	39.9	1.41	39.9	1.41	41.3	1.31
Wiley	24.1	1.41	24.1	1.41	46.5	1.22
State check yield						
			34.5		46.5	

UTAH

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1						
Bozler	42.7	1.01	81.1	1.48	47.3	1.48
Cannonville	65.0	1.01	77.3	1.48	47.3	1.48
Davis	60.0	1.01	56.0	1.48	47.3	1.48
Morgan	42.0	1.01	56.6	1.48	47.3	1.48
Rich	48.0	1.01	70.0	1.48	68.4	1.05
Salt Lake	48.0	1.01	53.6	1.48	45.0	1.05
Tooele	42.0	1.01	53.6	1.48	45.0	1.05
Weber	63.0	1.01	86.8	1.48	45.0	1.05
District 2						
Juab	49.9	.96	55.5	1.48	45.0	1.05
Wasatch	38.8	.96	49.2	1.48	45.0	1.05
Willard	46.0	.96	48.0	1.48	45.0	1.05
Serrette	46.0	.96	48.0	1.48	45.0	1.05
Utah	60.9	.96	69.4	1.48	45.0	1.05

TEXAS—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 5-S—Continued						
Leon	10.7	1.14	34.3	1.41	1.28	
Madison	33.5	1.41	37.8	1.41	1.29	
Montgomery	29.9	1.41	29.2	1.41	1.28	
Newton	34.4	1.41	20.5	1.41	1.30	
Polk	20.4	1.14	28.6	1.41	1.28	
Rockwall	33.7	1.41	48.4	1.41	1.25	
Sabine	19.7	1.12	33.7	1.41	1.25	
San Augustine	28.3	1.41	30.5	1.41	1.30	
San Jacinto	34.7	1.41	31.5	1.41	1.30	
Trinity	29.0	1.41	22.5	1.41	1.31	
Tyler	38.8	1.41	41.1	1.41	1.32	
Walker	38.4	1.41	38.4	1.41	1.41	
Waller	38.4	1.41	38.4	1.41	1.41	
District 6						
Brewster	60.7	.92	48.7	1.41	1.14	
Culberson	48.7	.92	51.2	1.41	1.14	
Ector	54.0	.92	55.2	1.41	1.14	
El Paso	43.8	.93	46.8	1.41	1.14	
Hudspeth	46.4	.93	35.3	1.41	1.14	
Loving	46.4	.93	68.5	1.41	1.14	
Freese	46.0	.92	46.7	1.41	1.13	
Presidio	45.2	.93	95.7	1.41	1.14	
Reeves	46.0	.92	46.0	1.41	1.14	
Terrell	38.9	1.07	42.4	1.41	1.14	
Winkler	38.9	1.07	35.1	1.41	1.14	
District 7						
Bandera	26.1	1.09	22.2	1.41	1.28	
Blanco	21.9	1.12	24.2	1.41	1.25	
Burnet	21.4	1.10	24.4	1.41	1.24	
Coke	21.3	1.05	23.1	1.41	1.14	
Comcho	21.3	1.05	22.2	1.41	1.14	
Grockett	28.2	1.08	28.1	1.41	1.14	
Hudspeth	28.2	1.08	32.9	1.41	1.14	
Hutchins	23.8	1.08	28.7	1.41	1.14	
Kendall	23.8	1.08	24.6	1.41	1.28	
Kerr	25.5	1.08	20.7	1.41	1.27	
Kimble	25.3	1.08	33.6	1.41	1.18	
Kinney	28.0	1.05	38.4	1.41	1.23	
Lampasas	22.7	1.10	26.9	1.41	1.23	
Llano	20.8	1.06	23.4	1.41	1.23	
McCulloch	23.9	1.07	23.6	1.41	1.18	
Mason	20.2	1.04	22.8	1.41	1.19	
Renfrew	20.2	1.04	23.0	1.41	1.14	
San Saba	21.1	1.03	44.0	1.41	1.28	
Schleicher	20.8	1.07	24.6	1.41	1.19	
Sterling	23.0	.98	27.2	1.41	1.14	
Sutton	21.7	1.02	26.0	1.41	1.14	
Tom Green	35.8	.94	23.0	1.41	1.14	
Upton	25.3	1.07	25.8	1.41	1.14	
Val Verde	23.7	1.02	54.7	1.41	1.14	
Vernon	23.7	1.02	29.4	1.41	1.26	
District 8-N						
Austin	21.1	1.18	34.7	1.41	1.32	
Bastrop	19.2	1.10	34.4	1.41	1.28	
Bee	26.7	1.12	32.2	1.41	1.34	
Bexar	21.7	1.15	34.0	1.41	1.28	
Burleson	20.7	1.10	38.9	1.41	1.29	
Caldwell	20.7	1.10	35.0	1.41	1.28	
Colorado	23.9	1.12	37.1	1.41	1.30	
Comal	22.5	1.14	29.6	1.41	1.28	
De Witt	23.0	1.15	26.2	1.41	1.29	
Dayette	23.0	1.15	32.7	1.41	1.29	
Gillespie	23.0	1.14	31.0	1.41	1.28	
Gonales	23.0	1.14	33.8	1.41	1.28	
Guadalupe	23.0	1.12	32.0	1.41	1.28	

RULES AND REGULATIONS

VIRGINIA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 5:						
Albemarle.....	40.9	1.10	51.3	1.47	37.8	1.22
Amelia.....	48.4	1.10	42.1	1.47	42.1	1.22
Amherst.....	38.1	1.10	50.1	1.47	39.9	1.22
Appomattox.....	41.8	1.10	49.0	1.47	40.6	1.22
Bedford.....	44.5	1.10	47.2	1.47	38.9	1.22
Buckingham.....	42.4	1.10	47.5	1.47	40.8	1.22
Campbell.....	40.0	1.10	46.0	1.47	40.8	1.22
Caroline.....	43.4	1.10	53.3	1.47	42.6	1.22
Chesterfield.....	37.4	1.10	51.3	1.47	41.5	1.22
Cumberland.....	42.1	1.10	50.2	1.47	38.4	1.22
Fluvanna.....	39.9	1.10	44.2	1.47	39.4	1.22
Goosehand.....	39.2	1.10	46.5	1.47	40.6	1.22
Hanover.....	44.4	1.10	53.4	1.47	41.0	1.22
Henrico.....	43.4	1.10	53.6	1.47	41.0	1.22
Louisiana.....	41.5	1.10	52.0	1.47	39.1	1.22
Nelson.....	39.0	1.10	55.7	1.47	39.7	1.22
Orange.....	43.7	1.10	50.1	1.47	39.0	1.22
Powhatan.....	44.5	1.10	50.1	1.47	38.3	1.22
Prince Edward.....	45.1	1.10	55.7	1.47	37.6	1.22
Spotsylvania.....	45.1	1.10	55.7	1.47	37.6	1.22
District 6:						
Accomac.....	43.5	1.10	65.9	1.47	44.2	1.22
Charles City.....	43.6	1.10	65.0	1.47	41.6	1.22
Essex.....	44.6	1.10	61.2	1.47	39.9	1.22
Gloucester.....	45.2	1.10	69.8	1.47	43.3	1.22
Hampton (Elizabeth City).....	44.8	1.10	70.2	1.47	42.2	1.22
James City.....	47.1	1.10	63.9	1.47	40.8	1.22
King and Queen.....	48.4	1.10	61.5	1.47	43.3	1.22
King William.....	44.8	1.10	61.5	1.47	38.8	1.22
Lancaster.....	47.5	1.10	67.7	1.47	44.5	1.22
Mathews.....	44.4	1.10	64.9	1.47	44.3	1.22
Middlesex.....	46.2	1.10	61.6	1.47	39.6	1.22
New Kent.....	44.8	1.10	63.4	1.47	43.3	1.22
Newport News (Warwick).....	44.8	1.10	63.4	1.47	41.7	1.22
Northampton.....	47.6	1.10	69.9	1.47	44.5	1.22
Northumberland.....	46.1	1.10	67.0	1.47	42.9	1.22
Richmond.....	49.8	1.10	62.7	1.47	43.1	1.22
York.....	43.2	1.10	63.2	1.47	43.3	1.22
District 7:						
Bland.....	43.9	1.10	69.8	1.47	41.0	1.22
Buchanan.....	42.3	1.10	57.0	1.47	39.9	1.22
Carroll.....	41.2	1.10	59.8	1.47	39.9	1.22
Dickenson.....	41.2	1.10	58.9	1.47	45.6	1.22
Floyd.....	41.2	1.10	58.4	1.47	43.3	1.22
Giles.....	43.0	1.10	71.9	1.47	39.9	1.22
Lee.....	41.8	1.10	68.2	1.47	45.6	1.22
Lawson.....	40.3	1.10	60.8	1.47	39.6	1.22
Montgomery.....	43.6	1.10	65.1	1.47	41.0	1.22
Pulaski.....	42.3	1.10	65.1	1.47	43.3	1.22
Russell.....	44.0	1.10	70.7	1.47	41.0	1.22
Scott.....	40.3	1.10	58.8	1.47	41.0	1.22
Smyth.....	44.3	1.10	66.3	1.47	41.0	1.22
Tazewell.....	44.6	1.10	56.6	1.47	36.9	1.22
Washington.....	44.6	1.10	56.6	1.47	37.0	1.22
Warren.....	44.7	1.10	67.7	1.47	36.6	1.22
District 8:						
Charlotte.....	40.5	1.10	43.7	1.47	43.5	1.22
Franklin.....	39.5	1.10	51.9	1.47	36.0	1.22
Hallfax.....	39.3	1.10	44.7	1.47	40.7	1.22
Henry.....	39.3	1.10	44.7	1.47	37.6	1.22
Lunenburg.....	43.5	1.10	46.0	1.47	37.8	1.22
Notaway.....	39.6	1.10	56.6	1.47	39.6	1.22
Patrick.....	39.6	1.10	61.4	1.47	37.6	1.22
Pittsylvania.....	39.5	1.10	42.5	1.47	39.0	1.22
District 9:						
Brunswick.....	38.6	1.10	49.3	1.47	38.5	1.22
Chesapeake (Norfolk).....	41.2	1.10	78.5	1.47	40.5	1.22

UTAH—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 6:						
Carbon.....	44.0	.96	46.4	1.48	45.6	1.05
Daguerre.....	34.9	.96	63.6	1.48	45.6	1.05
Duchesne.....	46.0	.96	66.0	1.48	45.6	1.05
Emery.....	55.1	.96	62.2	1.48	28.5	1.05
San Juan.....	19.0	.96	36.6	1.48	45.6	1.05
Summit.....	47.3	.96	65.3	1.48	45.6	1.05
Wasatch.....	65.0	.96	65.3	1.48	45.6	1.05
District 7:						
Beaver.....	52.0	.96	53.0	1.48	45.6	1.05
Garfield.....	58.2	.96	43.1	1.48	45.6	1.05
Iron.....	62.9	.96	52.7	1.48	57.0	1.05
Kane.....	38.2	.96	38.6	1.48	45.6	1.05
Plute.....	94.9	.96	44.9	1.48	57.0	1.05
Washington.....	53.0	.96	44.9	1.48	45.6	1.05
Wayne.....	53.0	.96	44.9	1.48	45.6	1.05
State check yield.....	54.4		71.6		54.4	

VERMONT

Addison.....	35.9	1.10	62.0	1.53	51.3	1.22
Barnington.....	35.9	1.10	73.0	1.53	51.3	1.22
Caledonia.....	35.9	1.10	65.0	1.53	51.3	1.22
Chittenden.....	35.9	1.10	74.0	1.53	51.3	1.22
Essex.....	35.9	1.10	66.0	1.53	51.3	1.22
Franklin.....	35.9	1.10	67.0	1.53	51.3	1.22
Grand Isle.....	35.9	1.10	57.0	1.53	51.3	1.22
Madison.....	35.9	1.10	72.0	1.53	51.3	1.22
Orleans.....	35.9	1.10	65.0	1.53	51.3	1.22
Rutland.....	35.9	1.10	66.0	1.53	51.3	1.22
Washington.....	35.9	1.10	75.0	1.53	51.3	1.22
Windham.....	35.9	1.10	74.0	1.53	51.3	1.22
Windsor.....	35.9	1.10	64.0	1.53	51.3	1.22
State check yield.....	35.9		65.3		51.3	

VIRGINIA

District 2:						
Clarke.....	41.8	1.10	67.5	1.47	45.6	1.22
Culpeper.....	46.7	1.10	64.5	1.47	41.3	1.22
Fairfax.....	44.9	1.10	64.5	1.47	39.9	1.22
Fauquier.....	44.6	1.10	62.9	1.47	40.5	1.22
Frederick.....	45.2	1.10	71.8	1.47	45.6	1.22
Madison.....	44.5	1.10	67.5	1.47	39.9	1.22
Page.....	44.3	1.10	60.0	1.47	43.6	1.22
Prince William.....	45.4	1.10	63.7	1.47	39.9	1.22
Rappahannock.....	43.2	1.10	62.0	1.47	38.9	1.22
Rockingham.....	43.0	1.10	60.2	1.47	48.2	1.22
Shenandoah.....	45.2	1.10	57.2	1.47	48.8	1.22
Stafford.....	42.3	1.10	62.5	1.47	46.0	1.22
District 4:						
Alleghany.....	43.0	1.10	67.0	1.47	45.6	1.22
Augusta.....	46.2	1.10	66.4	1.47	43.6	1.22
Bath.....	43.7	1.10	60.5	1.47	40.8	1.22
Botetourt.....	44.8	1.10	74.8	1.47	43.3	1.22
Craig.....	44.2	1.10	64.2	1.47	45.6	1.22
Highland.....	44.5	1.10	60.2	1.47	42.4	1.22
Roanoke.....	44.5	1.10	57.9	1.47	42.2	1.22
Rockbridge.....	43.3	1.10	57.9	1.47	42.2	1.22

WEST VIRGINIA

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 2:						
Barbour	39.5	1.07	32.0	1.46		
Brooks	44.0	1.07	55.9	1.46		
Doddridge			71.9	1.46		
Hancock	41.4	1.07	57.9	1.46		
Harrison	36.7	1.07	61.6	1.46		
Lewis	41.5	1.07	74.8	1.46		
Marion	38.9	1.07	65.1	1.46		
Marshall	40.2	1.07	58.0	1.46		
Monongalia	42.5	1.07	63.0	1.46	41.1	1.10
Philo	45.5	1.07	66.3	1.46		
Putnam	45.4	1.07	66.6	1.46		
Ritchie	40.4	1.07	62.0	1.46		
Taylor	42.5	1.07	62.3	1.46		
Tyler	36.3	1.07	66.7	1.46		
Upshur	39.0	1.07	66.1	1.46		
Wetzel	50.7	1.07	50.7	1.46		
Wood	43.4	1.07	72.2	1.46		
District 4:						
B Boone			41.2	1.46		
Bolton			70.3	1.46		
Burns			44.1	1.46		
Cabell	37.9	1.07	44.1	1.46		
Calhoun	54.8	1.07	50.7	1.46		
Clay			50.1	1.46		
Fayette	36.0	1.07	55.7	1.46		
Gilmer			56.6	1.46	45.6	1.10
Jackson			55.6	1.46		
Kanawha			50.3	1.46		
Lincoln			39.8	1.46		
Logan			24.6	1.46		
Madison			34.8	1.46		
McDowell	40.2	1.07	34.8	1.46	47.9	1.10
Mercer			34.8	1.46		
Mingo	38.1	1.07	54.8	1.46		
Nicholas			36.2	1.46		
Putnam	37.6	1.07	63.2	1.46		
Raleigh	36.5	1.07	56.6	1.46		
Reno			53.4	1.46		
Wayne	24.0	1.07	64.6	1.46		
Webster	38.0	1.07	47.4	1.46		
Wetzel	36.0	1.07	55.6	1.46		
Willing			40.0	1.46		
District 6:						
Berkeley	44.2	1.07	51.5	1.46		
Grant	38.9	1.07	60.5	1.46		
Greenbrier	42.1	1.07	78.5	1.46		
Hampshire	39.5	1.07	58.7	1.46		
Hardy	39.4	1.07	62.7	1.46	46.6	1.10
Jefferson	42.3	1.07	58.2	1.46		
Mineral	39.6	1.07	62.0	1.46	43.3	1.10
Monroe	40.3	1.07	45.4	1.46	43.3	1.10
Morgan	40.3	1.07	45.4	1.46		
Pocahontas	41.4	1.07	64.6	1.46	38.9	1.10
Putnam	40.3	1.07	70.1	1.46		
Randolph	40.8	1.07	78.4	1.46		
Summers	40.7	1.07	52.1	1.46		
Tucker	39.5	1.07	82.1	1.46		
State check yield.....						
	42.3		60.5		45.3	

VIRGINIA—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 6—Continued						
Dinwiddie	40.9	1.10	54.7	1.47	45.9	1.22
Greensville	41.9	1.10	53.5	1.47	38.9	1.22
Isle of Wight	43.0	1.10	66.9	1.47	47.2	1.22
Mecklenburg	37.0	1.10	48.0	1.47	41.7	1.22
Nansemond	40.1	1.10	70.7	1.47	41.7	1.22
Prince George	40.2	1.10	58.1	1.47	44.1	1.22
Southampton	35.6	1.10	69.6	1.47	44.1	1.22
Surry	38.4	1.10	66.3	1.47	42.2	1.22
Watts	38.6	1.10	60.3	1.47	43.3	1.22
Virginia Beach (Princess Anne)	41.5	1.10	73.9	1.47	42.7	1.22
State check yield.....						
	43.0		60.9		42.4	

WASHINGTON

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Chelan	52.8	1.00	70.3	1.43		
Clallam	42.3	1.12	76.1	1.43		
Columbia	47.8	1.06				
Gray Harbor	52.7	1.09				
Island	57.4	1.01				
Jefferson	47.4	1.01				
King	40.8	1.11	58.0	1.43		
Kitsap	39.8	1.04	46.8	1.43		
Lewis	42.4	1.06	64.4	1.43		
Mason						
Pacific						
Pierce	44.0	1.11				
San Juan	53.5	1.08	38.6	1.43		
Skamania	47.7	1.13	46.8	1.43		
Snohomish	43.5	1.09	82.0	1.43		
Thurston	44.1	1.07	70.3	1.43		
Wahkiakum			57.8	1.43		
Whatcom	56.2	1.07				
District 2:						
Benton	37.0	1.10	94.7	1.43	66.2	1.13
Chelan	23.7	1.08				
Kittitas	64.1	1.13	85.5	1.43		
Lickitlat	56.8	1.07	64.7	1.43		
Okanagan	53.8	1.07	64.7	1.43		
Yakima	63.9	1.12	94.9	1.43	63.9	1.13
District 3:						
Ferry	37.6	.90				
Pend Oreille	39.3	.94				
Spokane	48.4	1.04	41.0	1.43		
Stevens	43.9	1.01	41.0	1.43		
District 5:						
Adams	40.6	1.08	107.9	1.43	37.3	1.13
Douglas	33.4	1.07	88.6	1.43		
Franklin	39.2	1.08	110.0	1.43	36.7	1.13
Lincoln	37.4	1.08	118.9	1.43	39.0	1.13
District 6:						
Amlin	39.7	1.04				
Columbia	54.9	1.08	91.6	1.43		
Garfield	53.1	1.06	123.0	1.43		
Walla Walla	53.8	1.09	90.1	1.43	53.6	1.13
Whitman	53.4	1.06				
State check yield.....						
	40.9		97.2		80.1	

WISCONSIN

WISCONSIN—Continued

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Barfield.....	41.1	1.01	65.6	1.29	28.0	1.08
Barron.....	28.8	1.01	48.2	1.30	28.0	1.08
Burnett.....	28.0	1.03	56.3	1.29	28.0	1.08
Chippewa.....	40.4	1.00	65.0	1.08	28.0	1.08
Douglas.....	37.2	1.04	49.2	1.29	28.0	1.08
Folk.....	38.1	1.04	58.2	1.29	28.0	1.08
Rusk.....	38.1	1.01	53.2	1.30	28.0	1.08
Sawyer.....	33.7	1.02	48.2	1.29	28.0	1.08
District 2:						
Washington.....	37.9	1.00	46.2	1.31	28.0	1.08
Clark.....	42.4	.98	70.0	1.31	28.0	1.08
Iron.....	33.4	.99	48.8	1.32	28.0	1.08
Lincoln.....	40.8	.98	71.2	1.32	28.0	1.08
Marathon.....	48.8	.97	41.2	1.33	28.0	1.08
Oneida.....	38.7	.98	56.2	1.31	28.0	1.08
Price.....	42.2	.98	64.2	1.31	28.0	1.08
Taylor.....	33.7	.95	43.2	1.33	28.0	1.08
Vernon.....	33.7	.95	43.2	1.33	28.0	1.08
District 3:						
Florence.....	32.5	.97	51.9	1.33	28.0	1.08
Forest.....	37.0	.98	33.2	1.33	28.0	1.08
Langlade.....	42.8	.99	67.2	1.33	28.0	1.08
Marinette.....	37.0	.98	57.2	1.33	28.0	1.08
Menominee.....	31.5	1.00	68.2	1.33	28.0	1.08
Oconto.....	40.2	1.01	72.2	1.33	28.0	1.08
Shavanna.....						
District 4:						
Buffalo.....	43.7	1.01	76.2	1.29	40.0	1.08
Dunn.....	41.1	1.02	68.2	1.29	40.0	1.08
Eu Claire.....	39.3	1.01	71.2	1.30	40.0	1.08
Jackson.....	41.7	1.00	62.2	1.29	40.0	1.08
La Crosse.....	47.1	1.00	78.7	1.30	40.0	1.08
Monroe.....	41.3	1.02	75.4	1.29	40.0	1.08
Pepin.....	43.1	1.04	77.2	1.29	40.0	1.08
Pierce.....	43.3	1.04	70.0	1.29	40.0	1.08
St. Croix.....	43.3	1.04	70.0	1.29	40.0	1.08
Waushara.....	42.6	1.00	75.2	1.29	40.0	1.08
District 5:						
Adams.....	32.5	1.01	63.2	1.31	40.0	1.08
Green Lake.....	48.2	1.02	69.2	1.32	40.0	1.08
Juneau.....	43.7	1.01	69.2	1.31	40.0	1.08
Marquette.....	43.4	1.01	70.2	1.32	40.0	1.08
Portage.....	43.7	1.01	77.8	1.33	40.0	1.08
Waupaca.....	42.4	1.01	63.2	1.32	40.0	1.08
Waushara.....	44.9	1.00	67.2	1.31	28.0	1.08
District 6:						
Brown.....	47.1	1.02	80.2	1.33	28.0	1.08
Calumet.....	46.8	1.02	68.2	1.33	28.0	1.08
Door.....	43.2	1.03	83.0	1.32	28.0	1.08
Fond du Lac.....	50.0	.99	77.2	1.34	28.0	1.08
Kewaunee.....	50.9	1.02	76.2	1.34	28.0	1.08
Manitowoc.....	46.0	1.02	84.2	1.32	40.0	1.08
Nausaugau.....	48.0	1.04	80.2	1.33	28.0	1.08
Shushong.....	45.8	1.02	90.0	1.33	40.0	1.08
Winnebago.....						
District 7:						
Crawford.....	45.1	1.00	83.2	1.29	40.0	1.08
Grant.....	46.4	1.01	88.2	1.31	40.0	1.08
Iowa.....	47.0	1.02	98.8	1.31	40.0	1.08
Lafayette.....	46.4	1.01	78.9	1.30	40.0	1.08
Richland.....	47.1	1.02	82.1	1.31	40.0	1.08
Sauk.....	44.0	1.00	80.2	1.29	40.0	1.08
Vernon.....						

RULES AND REGULATIONS

WYOMING

County	Barley		Corn		Grain sorghum	
	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)	Projected yield	Rate (dollars per bushel)
District 1:						
Big Horn.....	54.5	0.96	69.9	1.36	53.5	1.08
Fremont.....	53.5	.96	65.7	1.36	56.5	1.08
Hot Springs.....	50.6	.96	75.2	1.36	52.7	1.08
Hot Springs Park.....	57.3	.96	69.0	1.36	52.7	1.08
Washakie.....	58.8	.96	69.0	1.36	52.7	1.08
District 2:						
Campbell.....	23.6	.83	21.0	1.36	18.6	1.08
Carbon.....	27.4	.84	23.9	1.36	25.6	1.08
Johnson.....	34.7	.81	54.9	1.36		
Sheridan.....	29.3	.81	55.0	1.36		
Weston.....	27.5	.86	25.8	1.36		
District 3:						
Lincoln.....	37.8	.96			35.9	1.08
Sublette.....	34.8	.96				
Teton.....	40.8	.96				
District 4:						
Albany.....	36.3	.96				
Carbon.....	39.8	.96				
Natrona.....	37.5	.96	59.9	1.36	33.1	1.08
Sweetwater.....	36.0	.96				
District 5:						
Converse.....	33.7	.84	52.5	1.36	28.5	1.08
Goshute.....	34.5	.90	76.9	1.36	22.6	1.08
Natrona.....	27.7	.92	47.9	1.36	21.9	1.08
Niagara.....	27.6	.87	30.0	1.36	20.5	1.08
Platte.....	32.4	.90	67.0	1.36	45.2	1.08
State check yield.....	47.9		79.4		34.2	

Effective date: Upon filing with the Director, Office of the Federal Register.
Signed at Washington, D.C., on January 3, 1966.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.
[F.R. Doc. 66-208; Filed, Jan. 11, 1966; 8:45 a.m.]

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

[Navel Orange Reg. 94, Amdt. 1]

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

Limitation of Handling

Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), regulating the handling of Navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restrictions on the handling of Navel oranges grown in Arizona and designated part of California.

Order, as amended. The provisions in paragraph (b)(1) (i) and (iii) of § 907.394 (Navel Orange Regulation 94, 30 F.R. 17155) are hereby amended to read as follows:

§ 907.394 Navel Orange Regulation 94.

(b) *Order.* (1)

(i) District 1: 550,000 cartons;

(iii) District 3: 90,000 cartons.

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

Dated: January 7, 1966.

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

[F.R. Doc. 66-381; Filed, Jan. 11, 1966; 8:52 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 65-CE-121]

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

Alteration of Control Zones and Transition Area

On October 5, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 12688) stating that the Federal Aviation Agency proposed to alter the controlled airspace in the Milwaukee, Wis., terminal area.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. The one comment received was favorable. In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0001 e.s.t., March 31, 1966, as hereinafter set forth:

(1) In § 71.171 (29 F.R. 17581) the Milwaukee, Wis. (General Mitchell Field), control zone is amended to read:

MILWAUKEE, WIS. (GENERAL MITCHELL FIELD)

Within a 5-mile radius of General Mitchell Field (latitude 42°56'51" N., longitude 87°53'58" W.) and within 2 miles each side of the Milwaukee ILS localizer S course, extending from the 5-mile radius to the OM; and within 2 miles each side of the Milwaukee No. 2 ILS localizer W course, extending from the 5-mile radius zone to the OM.

(2) In § 71.171 (29 F.R. 17581) the Milwaukee, Wis. (Timmerman Airport), control zone is amended to read:

MILWAUKEE, WIS. (TIMMERMAN AIRPORT)

Within a 3-mile radius of Timmerman Airport (latitude 43°06'40" N., longitude 88°02'05" W.) and within 2 miles each side of the Timmerman VOR 337° radial, extending from the 3-mile radius zone to 7 miles NW of the VOR; and within 2 miles each side of the Timmerman VOR 214° radial, extending from the 3-mile radius zone to 6 miles SW of the VOR, effective from 0600 to 2200 hours, local time daily.

(3) In § 71.181 (29 F.R. 17643) the Milwaukee, Wis., transition area is amended to read:

MILWAUKEE, WIS.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of General Mitchell Field, Milwaukee, Wis. (latitude 42°56'51" N., longitude 87°53'58" W.), within 8 miles E and 5 miles W of the Milwaukee ILS localizer S course, extending from the 8-mile radius area to 12 miles S of the OM; within 2 miles each side of the Milwaukee No. 2 ILS localizer W course extending from the OM to 8 miles W of the OM; within a 5-mile radius of Herlick-Racine Airport, Racine, Wis. (latitude 42°45'35" N., longitude 87°48'55" N.); within an 8-mile radius of Timmerman Airport, Milwaukee,

Wis. (latitude 43°06'40" N., longitude 88°02'05" W.); within 5 miles NE and 8 miles SW of the Timmerman VOR 337° radial, extending from the 8-mile radius area to 12 miles NW of the VOR; and within 2 miles each side of the Timmerman VOR 214° radial, extending from the 8-mile radius area to 14 miles SW of the VOR; and within a 6-mile radius of Waukesha County Airport, Waukesha, Wis. (Latitude 43°02'00" N., longitude 88°14'00" W.); and that airspace extending upward from 1,200 feet above the surface bounded on the N by latitude 43°30'00" N., on the E by longitude 87°00'00" W., on the S by latitude 42°30'00" N., and on the W by longitude 88°30'00" W.

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

Issued in Kansas City, Mo., on January 3, 1966.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 66-359; Filed, Jan. 11, 1966; 8:50 a.m.]

[Airspace Docket No. 65-SO-84]

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration of Jet Route

The purpose of this amendment to Part 75 of the Federal Aviation Regulations is to realign Jet Route No. 52, in part, from Columbia, S.C., to Raleigh-Durham, N.C.

At present, J-52 is designated, in part, from Columbia via Florence and the intersection of the Florence 007° and the Raleigh-Durham 224° True radials to Raleigh-Durham and this route is common with a route served by a combination of J-4 and J-55. The realignment accomplished hereby will permit aircraft to continue on a shorter route of single designation, in common with J-51, when not desiring to transit Florence.

Since this amendment does not involve designation or revocation of controlled airspace or jet routes, and is essentially an operational adjustment consisting of the renumbering of existing routes, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 31, 1966, as hereinafter set forth.

In § 75.100 (29 F.R. 17776), J-52 is amended by deleting "Florence, S.C.; INT of the Florence 007° and the Raleigh-Durham, N.C., 224° radials; Raleigh-Durham, N.C.;" and substituting "Raleigh-Durham, N.C.;" therefore.

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

Issued in Washington, D.C., on January 6, 1966.

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

[F.R. Doc. 66-360; Filed, Jan. 11, 1966; 8:50 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter II—National Bureau of Standards, Department of Commerce

SUBCHAPTER B—STANDARD REFERENCE MATERIALS

PART 230—STANDARD REFERENCE MATERIALS

Subpart D—Standards of Certified Properties and Purity

VISCOMETER CALIBRATING LIQUIDS AND THERMAL EMISSION STANDARDS

Under the provisions of 15 U.S.C. 275a and 277, the following amendments relating to standard reference materials issued by the National Bureau of Standards are effective upon publication in the FEDERAL REGISTER. The amendments renew certain standard reference materials and change the price of others.

The following amends 15 CFR Part 230:

1. Section 230.8-8. *Viscometer calibrating liquids* is amended to revise Oil K and Oil P as follows:

Sample No.	Kind	Price
Oil K.....	Viscometer Calibrating Liquid K.	\$22.50
Oil P, Lot 27....	Viscometer Calibrating Liquid P.	36.00

2. Section 230.8-22 *Thermal emission standards* is amended to change the prices as follows:

Sample Nos.	Kind	Price
1408.....	Emission Standards, 1' x 10' strips Pt-13% Rh.	\$750.00
1409.....	Emission Standards, 3/4' x 10' strips Pt-13% Rh.	600.00

(Sec. 9, 31 Stat. 1450, as amended; 15 U.S.C. 277. Interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a.)

Dated: December 28, 1965.

A. V. ASTIN,
Director.

[F.R. Doc. 66-308; Filed, Jan. 11, 1966; 8:45 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-1010]

PART 13—PROHIBITED TRADE PRACTICES

Armstrong Cork Co.

Subpart—Combining or conspiring: § 13.425 *To enforce or bring about resale price maintenance.* Subpart—Discriminating in price under section 2, Clayton Act—Price discrimination under 2(a): § 13.715 *Charges and price differentials;*

§ 13.770 *Quantity rebates or discounts.* Subpart—Maintaining resale prices: § 13.1155 *Price schedules and announcements.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 2, 49 Stat. 1526; 15 U.S.C. 45, 13) [Cease and desist order, Armstrong Cork Co., Lancaster, Pa., Docket C-1010, Nov. 3, 1965]

Consent order requiring a Lancaster, Pa., manufacturer and distributor of floor covering products such as, linoleum, linoleum tile, asphalt tile, rubber tile and related products—having total net sales of approximately \$341,899,000 in 1963—to cease conspiring unlawfully with its wholesalers to fix and maintain the prices, terms and conditions of resale of such products by wholesalers or other purchasers; to cease discriminating in price between competing purchasers of its products by charging some purchasers higher net sale prices than charged other competing purchasers, in violation of section 2(a) of the Clayton Act; and requiring an independent review of its present pricing policies and pricing materials and thereafter issue new pricing materials to be effective, July 1, 1966.

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

It is ordered, That respondent, Armstrong Cork Co., a corporation, its officers, employees, agents, and representatives, successors or assigns, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of floor covering products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Engaging in, participating in, continuing, carrying out or enforcing any contract, agreement, arrangement or understanding, with any wholesalers, distributors, or other purchasers of Armstrong floor covering products, which directly or indirectly establishes, maintains or fixes prices, terms or conditions of resale of such products by such wholesalers, distributors, or other purchasers.

2. Enforcing, or attempting to enforce, the price or prices or suggested prices, discounts, rebates or terms or conditions for the resale of Armstrong floor covering products.

3. Securing or attempting to secure the cooperation of its distributors in any system of resale prices by agreement or understanding.

4. Circulating to or exchanging with any wholesaler or distributor or other purchaser, any circulars, price lists, suggested price lists, policy letters or other information, the effect of which is to create a contract, agreement, arrangement, or understanding which fixes or establishes a price or prices, terms or conditions at or upon which any Armstrong floor covering products shall be resold.

5. Requiring or requesting any wholesaler or distributor or other purchaser of Armstrong floor covering products to furnish respondent any invoice or any report which reflects the price at which any such product has been resold.

It is further ordered, That respondent Armstrong Cork Co., shall complete an independent review of its present prices, price lists, suggested prices, discounts, rebates, pricing policies, and other pricing materials, and based upon such review respondent shall thereafter issue new pricing materials to be effective not later than the beginning of the floor covering sales season July 1, 1966.

It is further ordered, That respondent, Armstrong Cork Co., send a copy of this order to all parties to whom it sends any of the new price lists, suggested price lists, or other pricing materials issued pursuant to Part II of this order.

It is further ordered, That respondent, Armstrong Cork Co., a corporation, its officers, employees, agents and representatives, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of floor covering products in commerce, as "commerce" is defined in the Clayton Act, as amended, do forthwith cease and desist from discriminating, directly or indirectly, in the price of such products of like grade and quality by selling to any purchaser at net prices higher than those charged any other purchaser who in fact competes in the resale and distribution of such products with the purchaser paying the higher price.

It is further ordered, That nothing contained in this order shall be interpreted as prohibiting respondent herein from establishing, continuing in effect, maintaining, or enforcing in any lawful manner any price agreement excepted from the provisions of the Federal Trade Commission Act by virtue of the McGuire Act amendments to said Act or any other applicable statute, whether now in effect or hereafter enacted.

It is further ordered, That nothing in this order shall prohibit respondent from sending to its wholesalers, distributors and potential customers or users of respondent's floor covering products its suggested resale price lists.

It is further ordered, That respondent, Armstrong Cork Co., shall, within sixty (60) days after service of this order upon it, file with the Commission a report, in writing, setting forth in detail the manner and form in which it has complied with this order.

Issued: November 3, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-313; Filed, Jan. 11, 1966; 8:46 a.m.]

[Docket No. C-1014]

PART 13—PROHIBITED TRADE PRACTICES

T. E. Brooks & Co. et al.

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception.* Subpart—Misbranding or mislabeling: § 13.1185 *Composition;* § 13.1325 *Source or origin:* 13.1325-

70 Place: 13.1325-70(a) Domestic product as imported. Subpart—Misrepresenting oneself and goods—Goods: § 13.1590 *Composition*; § 13.1745 *Source or origin*: 13.1745-70 Place: 13.1745-70 (a) Domestic products as imported. Subpart—Using misleading name—Goods: § 13.2280 *Composition*; § 13.2345 *Source or origin*: 13.2345-65 Place: 13.2345-65(a) Domestic product as imported.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, T. E. Brooks & Co. et al., Red Lion, Pa., Docket C-1014, Nov. 15, 1965]

In the Matter of T. E. Brooks & Co., a Partnership, and Arthur H. Thompson, Fred A. Thompson, Brooks K. Thompson, Edward B. Thompson, Harry K. Thompson, Robert H. Thompson, Individually and as Copartners Trading as T. E. Brooks & Co.

Consent order requiring manufacturers located in Red Lion, Pa., to cease representing falsely that their cigars were made entirely from tobacco grown in Cuba through the use of the word "Havana" on their packages, labels and other identifying product material.

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

It is ordered, That respondents T. E. Brooks & Co., a partnership, and Arthur H. Thompson, Fred A. Thompson, Brooks K. Thompson, Edward B. Thompson, Harry K. Thompson, and Robert H. Thompson, individually and as copartners, trading and doing business as T. E. Brooks & Co., or under any other name or names and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale and distribution of cigars or other products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using the term "Havana" or any other term or terms indicative of tobacco grown on the island of Cuba, either alone or in conjunction with any other terms, to describe, designate or in any way refer to cigars not made entirely from tobacco grown on the island of Cuba; except that cigars containing a substantial amount of tobacco grown on the island of Cuba may be described, designated, or referred to as "blended with Havana," or by any term of similar import or meaning, provided that the words "blended with," or other qualifying word or words, are set out in immediate connection or conjunction with the word "Havana," or other term indicative of tobacco grown on the island of Cuba, in letters of equal size and conspicuousness.

2. Placing in the hands of distributors, wholesalers, dealers and retailers, and others, means and instrumentalities by and through which they may deceive and mislead the purchasing public concerning any merchandise in the respect set out above.

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

Issued: November 15, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-314; Filed, Jan. 11, 1966; 8:46 a.m.]

[Docket No. C-1013]

PART 13—PROHIBITED TRADE PRACTICES

Fairchild Camera and Instrument Corp. and Fairchild Credit Corp.

Subpart—Coercing and Intimidating: § 13.355 *Customers or prospective customers of competitors*. Subpart—Cutting off supplies or service: § 13.610 *Cutting off supplies or service*. Subpart—Discriminating between customers: § 13.685 *Discrimination between customers*. Subpart—Disparaging competitors and their products—Competitors' products: § 13.1010 *Qualities or properties*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Fairchild Camera and Instrument Corp. et al., Long Island, N.Y., Docket C-1013, Nov. 10, 1965]

Consent order requiring a major manufacturer of graphic equipment, including printing presses, teletype setting machines, and electronic engraving machines and materials used in conjunction therewith—having their engravers installed in more than 40 percent of the newspapers in the United States in 1963—to cease engaging in unfair acts and practices which hinder or lessen competition in the sale of their products, such as, threatening to refuse to honor the guarantee and service provisions of their contracts with lessees and owners of their photoengraving machines who had purchased engraving materials from competitors; causing the heat on their photoengraving machines to be raised to an unnecessarily high level so that plastic products produced and supplied by competitors, being less resistant to extreme heat, burned, scorched, and blistered when used on such machines; and requiring respondents to cease engaging in other unfair methods as herein set forth.

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

It is ordered, That respondents Fairchild Camera and Instrument Corp., a corporation, and Fairchild Credit Corp., a corporation, and respondents' officers, employees, agents, or representatives, successors, and assigns, directly or through any corporate or other device, in or in connection with the sale, offering for sale or lease or distribution in commerce, as "commerce" is defined in the

Federal Trade Commission Act, of photoengraving equipment and of products (hereinafter referred to as "respondents' products") used in connection with photoengraving equipment, including, but not limited to, plates, plastics, and styli, do forthwith cease and desist from:

1. Threatening to breach, or actually breaching provisions of contracts guaranteeing maintenance or otherwise relating to the servicing of photoengraving equipment leased or sold to customers, for the reason that such customers are known to respondents to be, or are believed to be, purchasing or using a competitor's engraving materials.

2. Removing, destroying or employing coercive or collusive means to effect the removal of styli from the premises of the users of respondents' photoengraving machines for the purpose of or with the effect of making these products unavailable for use on said engraving machines in connection with plastic plates supplied by or purchased from competitors of respondents.

3. Falsely disparaging or making false or misleading representations concerning the effectiveness or quality of a competitor's engraving materials sold or distributed in competition with respondents' products by the use of statements disseminated in any manner to purchasers or prospective purchasers of such engraving materials.

4. Interfering with the normal or usual processes or operations of customer photoengraving equipment in order to render competitive products which are otherwise capable of use with such equipment inoperative, defective or inferior in comparison with respondents' products.

5. Threatening to refuse to sell, or refusing to sell, or failing to make timely shipment of, merchandise to customers for the reason that such customers are known to respondents to be, or are believed to be, using engraving materials sold or distributed in competition with respondents' products.

6. Levying charges for merchandise ordered by users of products sold or distributed in competition with respondents' products while supplying the same kind of merchandise without charge to customers using respondents' products exclusively.

7. Selling or making any contract or agreement for the lease or sale of respondents' products or of respondents' photoengraving equipment on the agreement or understanding that the lessee or purchaser thereof shall not purchase or use products sold or distributed in competition with respondents' products, or enforcing or continuing in operation or effect, any such agreement or understanding.

It is further ordered, That respondents shall, within sixty (60) days after service upon them of this order, serve by mail a copy of said order upon all its customers, who have, since January 1, 1960, purchased or leased photoengraving equipment or have purchased respondents' products.

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

Issued: November 10, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-315; Filed, Jan. 11, 1966;
8:46 a.m.]

[Docket No. C-1018]

PART 13—PROHIBITED TRADE PRACTICES

S. Frieder & Sons Co.

Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation*; § 13.2345 *Source or origin*: 13.2345-ing or mislabeling: § 13.1185 *Composition*; § 13.1325 *Source or origin*: 13.1325-70 Place 13.1325-70(a) Domestic product as imported. Subpart—Using misleading name—Goods: § 13.2280 *Composition*; § 13.2345 *Source or origin*: 13.2345-65 Place: 13.2345-65(a) Domestic product as imported.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, The S. Frieder & Sons Co., Phila., Pa., Docket C-1018, Nov. 22, 1965]

Consent order requiring a Philadelphia cigar manufacturer, to cease representing falsely that its cigars were made entirely from tobacco grown in Cuba through the use of the word "Havana" or any other indicative term.

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

It is ordered, That respondent, The S. Frieder & Sons Co., a corporation, and its officers and respondent's agents, representatives and employees, directly or through any corporate or other device, in connection with the manufacture, offering for sale, sale and distribution of cigars or other products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using the term "Havana" or any other term or terms indicative of tobacco grown on the island of Cuba, either alone or in conjunction with any other terms, to describe, designate or in any way refer to cigars not made entirely from tobacco grown on the island of Cuba; except that cigars containing a substantial amount of tobacco grown on the island of Cuba may be described, designated, or referred to as "blended with Havana", or by any term of similar import or meaning, provided that the words "blended with," or other qualifying word or words, are set out in immediate connection or conjunction with the word "Havana," or other term indicative of tobacco grown on the

island of Cuba, in letters of equal size and conspicuousness.

2. Placing in the hands of distributors, wholesalers, dealers and retailers, and others, means and instrumentalities by and through which they may deceive and mislead the purchasing public concerning any merchandise in the respects set out above.

It is further ordered, That the respondent herein shall, within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with this order.

Issued: November 22, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-316; Filed, Jan. 11, 1966;
8:46 a.m.]

[Docket No. C-1016]

PART 13—PROHIBITED TRADE PRACTICES

King's Department Stores, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.30 *Composition of goods*: 13.30-30 Fur Products Labeling Act; 13.30-75 Textile Fiber Products Identification Act. Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*: 13.1108-45 Fur Products Labeling Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*; 13.1185-80 Textile Fiber Products Identification Act. Subpart—Misrepresenting oneself and goods—Goods: § 13.1590 *Composition*: 13.1590-70 Textile Fiber Products Identification Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition*: 13.1845-30 Fur Products Labeling Act; 13.1845-70 Textile Fiber Products Identification Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 72 Stat. 1717; 15 U.S.C. 45, 69f, 70) [Cease and desist order, King's Department Stores, Inc., et al., Newton, Mass., Docket C-1016, Nov. 18, 1965]

In the Matter of King's Department Stores, Inc., King's Department Store of Springfield, Inc., King's Department Store of Worcester, Inc., and King's Boot Mills Store, Inc., Corporations

Consent order requiring four affiliated Massachusetts retailers of fur products and textile fiber products, to cease violating the Fur Products Labeling Act by falsely invoicing and deceptively advertising fur products; and to cease violating the Textile Fiber Products Identification Act by misbranding and falsely advertising textile fiber products and misrepresenting the character and fiber content of wearing apparel.

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

It is ordered, That respondents King's Department Stores, Inc., King's Depart-

ment Store of Springfield, Inc., King's Department Store of Worcester, Inc., and King's Boot Mills Store, Inc., corporations, and their officers, and respondents' representatives, agents, employees, and corporate subsidiaries and affiliates, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product; or in connection with the sale, advertising, offering for sale, transportation, or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as "commerce," "fur," and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Falsely or deceptively invoicing fur products by:

1. Failing to furnish invoices to purchasers of fur products showing in words and figures plainly legible all the information required to be disclosed in each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

2. Failing to set forth the term "natural" as part of the information required to be disclosed on invoices under the Fur Products Labeling Act and rules and regulations promulgated thereunder to describe fur products which are not pointed, bleached, dyed, tip-dyed or otherwise artificially colored.

3. Failing to set forth on invoices the item number or mark assigned to a fur product.

B. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement or notice which is intended to aid, promote, or assist, directly or indirectly, in the sale, or offering for sale of any fur products, and which fails to set forth the term "natural" as part of the information required to be disclosed in advertisements under the Fur Products Labeling Act and the rules and regulations promulgated thereunder to describe fur products which are not pointed, bleached, dyed, tip-dyed or otherwise artificially colored.

C. Making claims and representations of the types covered by subsections (a), (b), (c), and (d) of Rule 44 of the rules and regulations promulgated under the Fur Products Labeling Act unless there are maintained by respondents full and adequate records disclosing the facts upon which such claims and representations are based.

It is further ordered, That respondents King's Department Stores, Inc., King's Department Store of Springfield, Inc., King's Department Store of Worcester, Inc., and King's Boot Mills Store, Inc., corporations, and their officers, and respondents' representatives, agents, employees, and corporate subsidiaries and affiliates, directly or through any corporate or other device, do forthwith cease and desist from introducing, delivering for introduction, selling, advertising, or offering for sale, in commerce, or in transporting or causing to be transported in commerce, or importing into

the United States, any textile fiber product; or selling, offering for sale, advertising, delivering, transporting, or causing to be transported, any textile fiber product which has been advertised or offered for sale, in commerce, or selling, offering for sale, advertising, delivering, transporting, or causing to be transported after shipment in commerce, any textile fiber product, whether in its original state or contained in other textile fiber products, as the terms "commerce" and "textile fiber product" are defined in the Textile Fiber Products Identification Act unless each sample, swatch and specimen of textile fiber product subject to the aforesaid Act which is used to promote or effect sales of such textile fiber products has securely affixed thereto or placed thereon a label showing the respective fiber content and other required information.

It is further ordered, That respondents King's Department Stores, Inc., King's Department Store of Springfield, Inc., King's Department Store of Worcester, Inc., and King's Boot Mills Store, Inc., corporations, and their officers, and respondents' representatives, agents, employees, and corporate subsidiaries and affiliates, directly or through any corporate or other device, in connection with the introduction, delivery for introduction, sale, advertising, or offering for sale, in commerce, or the transportation or causing to be transported in commerce, or the importation into the United States, of any textile fiber product; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported of any textile fiber product which has been advertised or offered for sale in commerce; or in connection with the sale, offering for sale, advertising, delivery, transportation, or causing to be transported, after shipment in commerce, of any textile fiber product, whether in its original state or contained in other textile fiber products, as the terms "commerce" and "textile fiber product" are defined in the Textile Fiber Products Identification Act, do forthwith cease and desist from:

Falsely or deceptively advertising textile fiber products by:

1. Making any representations, by disclosure or by implication, as to the fiber contents of any textile fiber product in any written advertisement which is used to aid, promote, or assist, directly or indirectly, in the sale or offering for sale of such textile fiber product, unless the same information required to be shown on the stamp, tag, label or other means of identification under sections 4(b) (1) and (2) of the Textile Fiber Products Identification Act is contained in the said advertisement, except that the percentages of the fibers present in the textile fiber product need not be stated.

2. Using terms in written advertisements which are descriptive of a method of manufacture, construction or weave and which are indicative of a textile fiber or fibers and imply fiber content under

section 4(c) of the Act without disclosure of the proper generic name or names.

3. Using a fiber trademark in advertisements without a full disclosure of the required content information in at least one instance in the said advertisement.

4. Using a fiber trademark in advertising textile fiber products containing more than one fiber without such fiber trademark appearing in the required fiber content information in immediate proximity and conjunction with the generic name of the fiber in plainly legible type or lettering of equal size and conspicuousness.

5. Using a fiber trademark in advertising textile fiber products containing only one fiber without such fiber trademark appearing at least once in the advertisement, in immediate proximity and conjunction with the generic name of the fiber in plainly legible and conspicuous type.

It is further ordered, That respondents King's Department Stores, Inc., King's Department Store of Springfield, Inc., King's Department Store of Worcester, Inc., and King's Boot Mills Store, Inc., corporations, and their officers, and respondents' representatives, agents, employees, and corporate subsidiaries and affiliates, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of wearing apparel or any other textile products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from misrepresenting the character or amount of constituent fibers contained in wearing apparel or any other textile products in advertisements applicable thereto or in any other manner.

It is further ordered, That respondent King's Department Stores, Inc., shall within thirty (30) days after service hereof furnish to each of its corporate subsidiaries and affiliates (except those expressly named as co-respondents in the order to cease and desist) a copy of this order.

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

Issued: November 18, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-317; Filed, Jan. 11, 1966;
8:46 a.m.]

[Docket No. C-1011]

PART 13—PROHIBITED TRADE PRACTICES

Stanley Myers et al.

Subpart—Misrepresenting oneself and goods—Goods: § 13.1595 Condition of goods; Misrepresenting oneself and

goods—Services: § 13.1835 Cost. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1882 Prices.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, 15 U.S.C. 45) [Cease and desist order, Stanley Myers et al., Melrose Park, Pa., Docket C-1011, Nov. 4, 1965]

In the Matter of Stanley Myers, Edward S. Myers, and Louis Myers, Individuals, Formerly Doing Business as Edward S. Myers Co., Jostan-Montgomery Plastics Co., and Philadelphia Processing Co.

Consent order requiring a concern in Melrose Park, Pa., engaged in purchasing used X-ray film from hospitals, doctors and others, for resale to processors for the recovery of silver therefrom, to cease misrepresenting the condition of materials received and the cost or amount of labor expended upon any shipment of goods, and to cease from failing to pay suppliers agreed-upon amounts for material unless failure to pay is based upon a bona fide claim.

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

It is ordered, That respondents Stanley Myers, Edward S. Myers, and Louis Myers, individuals, doing business as Edward S. Myers Co., Jostan-Montgomery Plastics Co., Philadelphia Processing Co. or under any other trade name or names, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the soliciting or offering to purchase or the purchase of used X-ray film, or any other product, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Falsely representing, directly or by implication, that any goods or materials shipped to or purchased by respondents were substandard, or otherwise inferior, or were received in a damaged or otherwise injured condition.

2. Falsely representing, directly or by implication, the cost or amount of labor that has been or will be performed upon any shipment of goods or materials purchased or received by respondents.

3. Failing to pay, or deducting any amount of money from, a sum agreed upon between respondents and the seller of any goods or materials, unless such failure to pay or deduction is based upon a bona fide claim.

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

Issued: November 4, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-318; Filed, Jan. 11, 1966;
8:46 a.m.]

[Docket No. C-1012]

PART 13—PROHIBITED TRADE PRACTICES

National Modernizers, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.155 Prices: 13.155-10 Bait. Subpart—Misrepresenting oneself and goods—Prices: § 13.1779 Bait.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, 15 U.S.C. 45) [Cease and desist order, National Modernizers, Inc., et al., Cranston, R.I., Needham, Mass., and Hartford, Conn., Docket C-1012, Nov. 5, 1965]

In the Matter of National Modernizers, Inc., National Modernizers of Massachusetts, Inc., National Modernizers of Connecticut, Inc., Corporations, and Eugene Albanese, and Donald S. Letts, Individually and as Officers of said Corporations

Consent order requiring three affiliated sellers of storm-screen windows with places of business in Cranston, R.I., Needham, Mass., and Hartford, Conn., to cease using "bait" advertising to sell their storm-screen windows, in pursuance of which they placed advertisements in newspapers of "Unclaimed * * * storm-screen windows * * * \$8.50 * * *" which were not bona fide offers to sell at the advertised price but were for the purpose of obtaining leads to prospective purchasers who were then called upon by salesmen and pressured into buying other merchandise at higher prices.

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

It is ordered, That respondents, National Modernizers, Inc., National Modernizers of Massachusetts, Inc., National Modernizers of Connecticut, Inc., corporations, and their officers, and respondents Eugene Albanese and Donald S. Letts, individually and as officers of said corporations, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of storm-screen windows or other products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using, in any manner, a sales plan, scheme or device wherein false, misleading or deceptive statements or representations are made in order to obtain leads or prospects for the sale of merchandise or services.

2. Offering for sale, in advertisements or otherwise, merchandise described as "unclaimed" or by any other terms which are designed not to sell that particular merchandise but to sell other merchandise at higher prices.

3. Making representations purporting to offer merchandise for sale when the purpose of the representation is not to sell the offered merchandise but to obtain leads or prospects for the sale of other merchandise at higher prices.

4. Discouraging the purchase of, or disparaging any merchandise or services which are advertised or offered for sale.

5. Representing, directly or indirectly, that any merchandise or services are offered for sale when such offer is not a bona fide offer to sell said merchandise or services.

6. Offering for sale in advertisements or through out-of-store solicitations any merchandise which is thereafter stated to be not in stock or not readily available for delivery at the advertised or offering price, unless the advertisement states the period of time during which the merchandise will be available at the advertised price and sufficient merchandise is in fact in stock available for sale at that price for that period of time.

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

Issued: November 5, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA, Secretary.

[F.R. Doc. 66-319; Filed, Jan. 11, 1966; 8:46 a.m.]

[Docket No. C-1017]

PART 13—PROHIBITED TRADE PRACTICES

Precision Equipment Co. and Walter A. Heiby

Subpart—Advertising falsely or misleadingly: § 13.155 Prices: 13.155-15 Comparative; § 13.240 Special or limited offers. Subpart—Misrepresenting oneself and goods—Goods: § 13.1747 Special or limited offers; Misrepresenting oneself and goods—Prices: § 13.1785 Comparative.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, Precision Equipment Co. et al., Chicago, Ill., Docket C-1017, Nov. 19, 1965]

Consent order requiring Chicago, Ill., sellers of filing cabinets, binoculars and other merchandise to the public, to cease making false and deceptive pricing and savings claims in advertising said merchandise, by such means as using the word "regular" in comparative-price advertisements to refer to prices which were higher than the prices respondent had sold such merchandise in the recent regular course of business, and misrepresenting that the special offers were for a limited time.

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

It is ordered, That respondents, Precision Equipment Co., a corporation, and its officers, and Walter A. Heiby, individually and as an officer of said corporation, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the advertising, offering for sale, sale, or distribution of filing cabinets, binoculars, or other mer-

chandise, in commerce as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using the word "regular," or any other word or term of similar import or meaning, to refer to any amount which is in excess of the price at which such merchandise has been sold or offered for sale in good faith by the respondents in the recent regular course of their business; or otherwise misrepresenting the price at which such merchandise has been sold or offered for sale by respondents.

2. Representing in any manner that by purchasing any of said merchandise, customers are afforded savings amounting to the difference between respondents' stated price and any other price used for comparison with that price.

(a) Unless respondents have offered such merchandise for sale at the compared price in good faith for a reasonably substantial period of time in the recent regular course of their business; or

(b) Unless substantial sales of said merchandise are being made in the trade area at the compared price, or a higher price; or

(c) Unless a substantial number of the principal retail outlets in the trade area regularly offer the merchandise for sale at the compared price, or some higher price; or

(d) When a comparable value representation is used, unless substantial sales of merchandise of like grade and quality are being made in the trade area at the compared price, or a higher price.

3. Misrepresenting, in any manner, the savings available to purchasers of respondents' merchandise.

4. Using the words "special introductory offer", or representing, directly or by implication, that any offer is limited in point of time or in any manner; provided, however, that it shall be a defense in any enforcement proceeding instituted hereunder for respondents to establish that any represented limitation or restriction was actually imposed and in good faith adhered to.

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

Issued: November 19, 1965.

By the Commission.

[SEAL] JOSEPH W. SHEA, Secretary.

[F.R. Doc. 66-320; Filed, Jan. 11, 1966; 8:47 a.m.]

[Docket No. C-1015]

PART 13—PROHIBITED TRADE PRACTICES

David Youngman and Ray Hat Co.

Subpart—Furnishing means and instrumentalities of misrepresentation or

deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception.* Subpart—Misbranding or mislabeling: § 13.1265 *Old, secondhand, reclaimed, or reconstructed product as new.* Subpart—Misrepresenting oneself and goods—Goods: § 13.1680 *Manufacture or preparation;* § 13.1695 *Old, secondhand, reclaimed or reconstructed as new.* Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1880 *Old, used, or reclaimed as unused or new.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, David Youngman, New York, N.Y., Docket C-1015, Nov. 18, 1965]

Consent order requiring an individual in New York City engaged in the manufacture of men's hats from previously used or worn hat bodies and then sold to wholesalers, jobbers and retailers for resale to the public, to cease selling or distributing such hats unless they were conspicuously stamped "secondhand," "worn," "used," or "made-over," and to cease misrepresenting that said hats were originally manufactured by a well-known manufacturer.

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

It is ordered, That respondent David Youngman, an individual trading and doing business as Ray Hat Co. or under any other name or names, and respondent's representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of hats in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

(1) Offering for sale, selling or distributing discarded, secondhand or previously used hats that have been rebuilt, reconstructed, reconditioned or otherwise made over, or hats that are composed in whole or in part of materials which have previously been worn or used, unless a statement that said hats are composed of secondhand, or used materials (e.g. "secondhand," "worn," "used," or "made-over") is stamped in some conspicuous place on the exposed surface of the inside of the hat in clearly legible terms which cannot be obliterated without mutilating the hat itself, provided that, if sweat bands or bands similar thereto are attached to said hats, such statement may be stamped upon the exposed surface of such bands providing that said stampings be of such a nature that they cannot be removed or obliterated without mutilating the band and the band itself cannot be removed without rendering the hat unserviceable.

(2) Representing, directly or by implication, in labeling or in any other manner, that the hats sold by respondent were or are made from hats originally manufactured by any particular hat manufacturer.

(3) Placing in the hands of others the means and instrumentalities by and through which they may mislead and deceive the public as to the matters and

things set forth in paragraphs (1) and (2) of this order.

It is further ordered, That the respondent herein shall, within sixty (60) days after service upon him of this order, file with the Commission a report in writing setting forth in detail the manner and form in which he has complied with this order.

Issued: November 18, 1965.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 66-321; Filed, Jan. 11, 1966;
8:47 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 1—Federal Procurement Regulations

Miscellaneous Amendments

These amendments implement Public Law 89-343 of November 8, 1965, which amended the Federal Property and Administrative Services Act of 1949, primarily to make Title III thereof directly applicable to executive agencies in their procurement actions.

PART 1-2—PROCUREMENT BY FORMAL ADVERTISING

Subpart 1-2.1—Use of Formal Advertising

Section 1-2.102 (Policy) is amended by adding paragraphs (c) and (d), to read as follows:

§ 1-2.102 Policy.

(c) As directed by statute (section 310 of the Federal Property and Administrative Services Act of 1949, as amended by section 5, 79 Stat. 1303, 41 U.S.C. 260), executive agencies shall not follow the advertising procedures of sections 3709 and 3710 of the Revised Statutes, but shall comply with the advertising requirements of Title III of the Federal Property and Administrative Services Act of 1949 (hereafter in this Part 1-2 referred to as "the Act") unless otherwise authorized by law.

(d) Where an agency, acting under section 602(d) of the Act or other law, makes inapplicable to it Title III of the Act, or sections 302(c) and 303 thereof, sections 3709 and 3710 of the Revised Statutes shall apply, unless by statute the agency is authorized to procure without advertising or without regard to said section 3709.

PART 1-3—PROCUREMENT BY NEGOTIATION

Section 1-3.000 (Scope of part) is amended to read as follows:

§ 1-3.000 Scope of part.

This part prescribes policies and procedures which shall be observed by ex-

ecutive agencies in connection with procurement by negotiation. As directed by statute (see § 1-2.102(c)), agencies shall not negotiate pursuant to section 3709 of the Revised Statutes, but shall comply with the negotiation requirements of Title III of the Federal Property and Administrative Services Act of 1949 (hereafter referred to in this Part 1-3 as "the Act"), unless otherwise authorized by law.

Subpart 1-3.2—Circumstances Permitting Negotiation

Section 1-3.215 (Otherwise authorized by law) is amended by revising paragraph (b) and adding paragraph (c), to read as follows:

§ 1-3.215 Otherwise authorized by law.

(b) When negotiating pursuant to other statutory authority:

(1) The law so authorizing should be cited in the purchase or contract instrument.

(2) The requirements of section 304 of the Act shall apply. These pertain to the covenant against contingent fees, examination of records, and various aspects of cost-type contracting.

(c) Other statutory authority of an agency to procure "without advertising" or "without regard to section 3709 of the Revised Statutes" is construed to authorize negotiation pursuant to section 302(c) (15) of the Act and without regard to the advertising requirements of sections 302(c) and 303 of the Act.

PART 1-30—CONTRACT FINANCING

Section 1-30.000 (Scope of part) is amended by revising paragraph (c) to read as follows:

§ 1-30.000 Scope of part.

(c) Basic authority for advance, partial, progress, or other payments under contracts for property or services is contained in section 305 of the Federal Property and Administrative Services Act of 1949, 41 U.S.C. 255 (hereafter referred to in this Part 1-30 as the "Property Act"). No attempt is made in this part to enumerate all authorities for contract finance assistance. However, when for cogent reasons, agencies employ the authority of other applicable laws in the field of contract financing, the policies and procedures of this part shall, unless inconsistent with the provisions of such authority, be applicable in order to further the objectives of consistency and uniformity of Government procurement practices. Accordingly, references made in this part to authorizing sections of the Property Act shall be deemed likewise as references to comparable authorizing sections and requirements under other applicable laws.

Subpart 1-30.4—Advance Payments

Section 1-30.406 (Responsibility—delegation of authority) is amended to read as follows:

§ 1-30.406 Responsibility — delegation of authority.

Each agency, utilizing section 305 of the Property Act or other authority for advance payments, should provide by agency procedure that:

(a) The responsibility and authority for making findings and determinations with respect to advance payments, and in each case for approval of contract provisions for advance payments, or for approval of the terms and conditions thereof (see § 1-30.410), shall be exercised at an organizational level sufficiently high to assure uniform application of the policies set forth in this Part 1-30; and

(b) Prior to committing the Government to the making of an advance payment, the approving agency official shall obtain the advice and concurrence of the head (or an authorized alternate) of the activity which is required to provide contract finance advice and assistance to the procuring activity.

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

Effective date. This regulation is effective upon publication in the FEDERAL REGISTER.

Dated: January 5, 1966.

LAWSON B. KNOTT, Jr.,
Administrator of General Services.

[F.R. Doc. 66-311; Filed, Jan. 11, 1966; 8:46 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 16186; FCC 66-19]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments, FM Broadcast Stations

1. The Commission has under consideration its notice of proposed rule making issued on September 10, 1965 (FCC 65-788, 30 F.R. 11877), inviting comments on two conflicting proposals to amend the FM Table of Assignments contained in § 73.202 of the rules. The first proposal, RM-659, was advanced by Palmer Broadcasting Co., licensee of Station WHO-TV, Des Moines, Iowa, and is designed to eliminate both actual and potential second harmonic interference to its TV station from FM assignments in the general area of Des Moines by eliminating FM assignments on Channel 286 and above, as follows:

City	Channel No.	
	Present	Proposed
Oskaloosa, Iowa.....	292A	285A
Ottumwa, Iowa.....	257A, 285A	224A, 249A
Perry, Iowa.....	292A	285A
Knoxville, Iowa.....	221A	257A
Carroll, Iowa.....	224A, 286	1224A
Marshalltown, Iowa.....	296A	221A

¹ In Docket 16212 consideration is being given to a petition (RM-819) to substitute Channel 229 for 286 at Carroll, Iowa.

The second proposal (RM-803) was made by Black Hawk Broadcasting Co., licensee of Station KWWL(AM), Waterloo, Iowa, and has as its purpose making an FM assignment available for use at a proposed common site for its TV station (KWWL-TV) and proposed FM station at a location near Walker, Iowa. This proposal is as follows:

City	Channel No.	
	Present	Proposed
Waterloo, Iowa.....	266, 270, 289	270, 289, 300
Oelwein, Iowa.....	300	222
Charles City, Iowa.....	224A	265A

2. The above proposals are in conflict since Channel 222 cannot be assigned to Marshalltown in view of the fact that the distance between them is less than the 105 miles required for such adjacent channel assignments. In view of this conflict our notice invited comments on a possible solution. Comments were filed by the two proponents listed above and by Northwest Broadcasting Co., licensee of radio Station KVFD, Fort Dodge, Iowa.

3. Palmer states that Station WHO-TV operates on Channel 13 (210-216 Mc/s) and that those FM stations which operate on that portion of the FM band extending from Channel 286 through Channel 300 (with carrier frequencies from 105.1 Mc/s through 107.9 Mc/s respectively) are capable of causing objectionable second harmonic interference to the television signal of Station WHO-TV. Palmer asserts that WHO-TV has experienced serious second harmonic interference from KBOE-FM, Oskaloosa, operating on Channel 292A (106.3 Mc/s) with a transmitter site approximately 42.7 miles from WHO-TV, since the FM station first commenced operation on or about February 7, 1964. The Palmer proposal would effect the operation of only this one existing station. The present FM Table of Assignments contains unused allocations for Perry, Iowa (Channel 292A) and for Marshalltown, Iowa (Channel 296A), both located within WHO-TV's Grade B contour, according to the petition, which create potential second harmonic interference problems from future operations in those cities. The changes which petitioner proposes in the channels assigned to Ottumwa and Knoxville are to permit the requested substitution of frequencies in Oskaloosa, Perry and Marshalltown.² With respect to KBOE-FM, the station which would have to change frequency under the proposal, Palmer states that it will cooperate with the petitioner in the change and our notice stated that we would take further action as would be appropriate with respect to any outstanding authorization.

4. In order to eliminate the conflict between the two proposals both Palmer and Black propose the following solution:

² In earlier actions we have dealt with other changes requested in the Palmer petition.

City	Channel No.	
	Present	Proposed
Oskaloosa, Iowa.....	292A	285A
Ottumwa, Iowa.....	257A, 285A	249A, 257A
Perry, Iowa.....	292A	285A
Carroll, Iowa.....	224A, 286	224A
Marshalltown, Iowa.....	296A	266
Waterloo, Iowa.....	266, 270, 289	270, 289, 300
Oelwein, Iowa.....	300	222
Charles City, Iowa.....	224A	265A

The parties point out that not only does this proposal solve the conflict between the two proposals without adversely affecting any station or assignment but it substitutes a Class C assignment for a Class A in Marshalltown. They urge that this has merit since Marshalltown has a population of 22,521 and is far removed from any large city (Ames is about 40 miles distant) or station. Palmer also adds that in the event the Commission does not adopt this solution, either Channel 243 or 275 can be moved to Waterloo for use at the proposed Walker site. Black Hawk also advances two alternative solutions to the one outlined above but since they do not have any particular advantages over the joint request (one would reduce the number of assignments to Cedar Rapids from four to three) we will not consider them further herein.

5. Since the Black Hawk proposal would permit the start of another FM service to Waterloo and the surrounding area and the Palmer proposal would eliminate a problem of interference to TV reception, we are of the view that these, as amended by the joint alternative proposal, would serve the public interest and should be adopted. While we have stated on a number of occasions that second harmonic interference to TV reception is basically a receiver and transmitter design problem, we have made changes in assignments where a simple solution acceptable to all parties has been found. In this case the solution is fairly simple and does not adversely affect any party or the public interest.

6. Northwest Broadcasting, in its comments in this proceeding, requests the assignment of Channel 291 to Fort Dodge, Iowa, as a second Class C assignment. While this proposal does not conflict with the proposals discussed herein, Northwest points out that it is related since the changes made in other communities makes the assignment of Channel 291 to Fort Dodge possible. This proposal does, however, conflict with a proposal to assign Channel 290 to Denison, Iowa, RM-838, Docket No. 16212. It will therefore be considered in that proceeding together with the conflicting request for Denison. Comments in Docket 16212 were due on November 26, 1965. The action taken herein makes it possible to assign Channel 291 to Fort Dodge but no final action can be taken on this request at this time.

7. Authority for the adoption of the amendments contained herein is contained in sections 4(i), 303, 307(b), and 316 of the Communications Act of 1934, as amended.

8. In view of the foregoing; *It is ordered*, That effective February 14, 1966, § 73.202 of the Commission's rules and regulations, the FM Table of Assignments, is amended to read, with respect to the communities listed below, as follows:³

City	Channel No.
Charles City, Iowa.....	285A
Marshalltown, Iowa.....	286
Oelwein, Iowa.....	222
Oskaloosa, Iowa.....	285A
Ottumwa, Iowa.....	249A, 257A
Waterloo, Iowa.....	270, 289, 300
Perry, Iowa.....	285A

9. *It is further ordered*, That the outstanding license of the Oskaloosa Broadcasting Co. for operation of Station KBOE-FM on Channel 292A is modified to specify operation on Channel 285A subject to the following conditions:

(a) The licensee shall inform the Commission by February 1, 1966, of its acceptance of this modification.

(b) The licensee shall submit to the Commission by February 1, 1966, all the technical information normally required for the issuance of a construction permit for operation on Channel 285A, including any changes in antenna and transmission line.

(c) The licensee may continue to operate on Channel 292A until upon its request, the Commission authorizes interim operation on Channel 285A, following which the licensee shall submit (within 30 days) the measurement data normally required of an applicant for an FM broadcast station license.

10. *It is further ordered*, That this proceeding is terminated.

(Secs. 4, 303, 307, 48 Stat. 1066, 1082, 1083, as amended, Sec. 316, 66 Stat. 717; 47 U.S.C. 154, 303, 307, 316)

Adopted: January 5, 1966.

Released: January 7, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,⁴

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-365; Filed, Jan. 11, 1966;
8:50 a.m.]

[Docket No. 16255; FCC 66-17]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments, FM Broadcast Station

1. The Commission has before it for consideration its notice of proposed rule making issued in this proceeding on October 25, 1965 (FCC 65-953, 30 F.R. 13788), inviting comments on a proposal made by WMEN, Inc., to add Channel 281 to Tallahassee, Fla., as a third Class C assignment.

³ Channel 286 is retained at Carroll, Iowa, until a decision is reached on the proposal made in Docket 16212 (RM-819) to substitute Channel 229 for 286.

⁴ Commissioners Bartley and Cox dissenting; Commissioners Lee and Wadsworth absent.

2. Tallahassee, Fla., which has a population of 48,174 persons, has been assigned two Class C channels, on one of which there is a station in operation. There are two applications on file for the remaining Channel 235, that of petitioner and of Tallahassee Appliance Corp. These have been designated for comparative hearing in Docket Nos. 15886 and 15887. The purpose of the subject proposal is to eliminate the need for a costly and time consuming hearing.

3. Since Tallahassee has been assigned the number of channels contemplated at the time of the adoption of the FM Table of Assignments for a community of this size, the Commission in inviting comments on the proposal raised the question of whether the additional assignment in Tallahassee would preclude the use of Channel 281 and the other related adjacent channels in other communities which may in the future need such assignments. Petitioner in its comments addressed itself to this issue as well as the question of the needs of Tallahassee for a third assignment.

4. As to the need for a third FM assignment, WMEN submits that the 1960 population of 48,174 represents a 73 percent increase over the city's 1950 population, that a special Census of the U.S. Department of Commerce on November 4, 1964, showed that the population of Tallahassee had increased 20.4 percent to 58,022 persons, and that the Tallahassee urban population was 73,615. Further, petitioner points out that this city is the county seat of Leon County and the state capital of Florida, that the combined enrollment of the universities in the city is 14,000 students, and that the city is an educational, business, and governmental center. It thus urges that the need for a third FM assignment is amply demonstrated.

5. With respect to the issue of whether the proposed assignment would preclude needed future assignments, WMEN submits an engineering exhibit showing the impact of the assignment on possible assignments on the same and all the six adjacent channels. This showing indicates that on five of these channels there are no areas (or small areas in which there are no communities of appreciable size) in which assignments are not already precluded by existing stations or assignments. On the two channels (280A and 281) for which the areas in which possible assignments would be precluded are fairly large, WMEN lists the communities within these areas, the assignments presently available, and the stations which have been authorized. The "Channel 281 area" contains 7 communities with a total of 10 assignments, only three of which are occupied. In the "Channel 280A area" there are 9 communities, with 7 assignments, 5 of which are occupied. Four of these communities have no assignments and their populations range from 614 to 3,159 persons. WMEN concludes from this study that the assignment of Channel 281 to Tallahassee would not preclude future assignments in communities where they may be needed. Since there are a number of unused assignments in the areas under

study and since none of the communities involved approaches the size of Tallahassee, petitioner also concludes that it is not necessary to determine whether other channels could be assigned to such areas to meet future needs.

6. Upon careful consideration of the comments and data submitted in this proceeding we are of the view that Tallahassee warrants the assignment of a third FM channel. This city, besides being the state capital, is also an important educational and business center for the area. At the time of the adoption of the FM Table of Assignments, Tallahassee was near the border of the population grouping in which we attempted to assign from 2 to 4 assignments. It has since that time increased its population into that grouping. Petitioner has further shown that the proposed assignment would not preclude other assignments in communities where they may be needed in the future, with the exception of a few small communities in which there may be possibilities of making assignments on other channels. For these reasons we believe that the proposed addition of Channel 281 to Tallahassee will serve the public interest.

7. Authority for the adoption of the amendment contained herein is contained in sections 4(l), 303, and 307(b) of the Communications Act of 1934, as amended.

8. In view of the foregoing; *It is ordered*, That effective February 14, 1966, § 73.202(b) of the Commission's rules, the FM Table of Assignments, is amended to read, with respect to the community named, as follows:

City	Channel Nos.
Tallahassee, Fla.....	235, 255, 281

9. *It is further ordered*, That this proceeding is terminated.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply secs. 303, 307, 48 Stat. 1082, 1083; 47 U.S.C. 303, 307)

Adopted: January 5, 1966.

Released: January 7, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-366; Filed, Jan. 11, 1966;
8:51 a.m.]

[Docket No. 16181; FCC 66-9]

PART 81—STATIONS ON LAND IN MARITIME SERVICES

PART 83—STATIONS ON SHIPBOARD IN MARITIME SERVICES

Certain Frequency Available for Use on Public Ship-Shore Basis

In the matter of amendment of Parts 81 and 83 of the Commission's rules to make the frequency pair 2566 kc/s (coast)—2390 kc/s (ship) available for public ship-shore use in the vicinity of Boston, Mass., on a day only basis.

¹ Commissioners Lee and Wadsworth absent; Cox dissenting.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 5th day of January 1966:

The Commission having under consideration the above-captioned matter; It appearing, that in accordance with the requirements of section 4 (a) and (b) of the Administrative Procedure Act, notice of proposed rule making in this matter which made provision for the submission of written comments by interested parties, was published in the FEDERAL REGISTER on September 16, 1965 (30 F.R. 11881) and the period for filing comments has now expired; and

It further appearing, that the New England Telephone and Telegraph Company commented in support of the proposal and no objections were received; and

A. Part 81 is amended as follows:

1. In § 81.306(b), the table is amended to add new frequency pair in the entry for Boston, Mass., to read as follows:

§ 81.306 Frequencies available below 27.5 Mc/μ.

(b)

Coast stations located in the vicinity of—	Coast station transmitting carrier frequency		Associated coast station receiving carrier frequency	
	Frequency (kc/s)	Specific limitations imposed upon availability for use ¹	Frequency (kc/s)	Specific conditions relating to use of these frequencies by ship stations for transmission as shown in § 83.354(a)(1) of this chapter ¹
Boston, Mass.	2490 2506 2566	None. do. Day only, on condition that no harmful interference will be caused to any service or station which in the discretion of the Commission may have priority on the frequency or frequencies used for the service to which interference is caused.	2366 2406 2390	None. Do. Day only, on condition that no harmful interference will be caused to any service or station which in the discretion of the Commission may have priority on the frequency or frequencies used for the service to which interference is caused.

B. Part 83 is amended as follows:

1. In § 83.354(a) (1), the table is amended to add a new frequency pair in the entry for Boston, Mass., to read as follows:

¹ Commissioners Lee and Wadsworth absent.

§ 83.354 Frequencies below 5000 kc/s for public correspondence.

(a)
(1)

For communication with coast stations located in the vicinity of—	Mobile station transmitting carrier frequency		Associated coast station carrier frequency	
	Frequency (kc/s)	Specific limitations imposed upon availability for use ¹	Frequency (kc/s)	Specific conditions relating to use of these frequencies by coast stations for transmission as shown in § 81.306(b) of this chapter ¹
Boston, Mass.	2300 2390	None. Day only, on condition that no harmful interference will be caused to any service or station which in the discretion of the Commission may have priority on the frequency or frequencies used for the service to which interference is caused.	2450 2566	None. Day only, on condition that no harmful interference will be caused to any service or station which in the discretion of the Commission may have priority on the frequency or frequencies used for the service to which interference is caused.
	2406	None.	2506	None.

[F.R. Doc. 96-967; Filed, Jan. 11, 1966; 8:51 a.m.]

RULES AND REGULATIONS

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior
PART 32—HUNTING
Seney National Wildlife Refuge, Mich.

Fisheries and Wildlife, 1006 West Lake Street, Minneapolis, Minn., 55408.

Hunting shall be in accordance with all applicable State regulations governing the hunting of coyote, fox, bobcat, and varying hare subject to the following special conditions:

(1) The open season for hunting coyote, fox, bobcat, and varying hare on the refuge extends from February 1 through February 28, 1966, inclusive.

(2) The use of motorized snow vehicles is permitted during period ground is snow covered.

(3) Hunting with dogs is authorized in accordance with State regulations.

(4) All game animals taken must be reported to refuge headquarters.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through February 28, 1966.

JOHN B. HARALA,
Refuge Manager,
Seney National Wildlife Refuge,
Seney, Mich.

JANUARY 4, 1966.

[F.R. Doc. 66-363; Filed, Jan. 11, 1966; 8:50 a.m.]

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

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

MICHIGAN

SENEY NATIONAL WILDLIFE REFUGE

The public hunting of coyote, fox, bobcat, and varying hare (snowshoe) on the Seney National Wildlife Refuge, Mich., is permitted on the entire area to within one-half mile of refuge headquarters and subheadquarters. This open area, comprising 94,255 acres, is delineated on maps available at refuge headquarters, 5 miles south of Seney, Mich., and from the Regional Director, Bureau of Sport

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Part 170]

MISCELLANEOUS REGULATIONS RELATING TO LIQUOR

Notice of Proposed Rule Making

Correction

In F.R. Doc. 66-188 appearing at page 217 in the issue for Friday, January 7, 1966, the following line is inserted immediately after the authority citation for § 170.54.

§ 170.55 Consents of surety.

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1006]

[Docket No. AO-356]

MILK IN NORTHEAST-CENTRAL FLORIDA MARKETING AREA

Notice of Hearing on Proposed Marketing Agreement and Order

Correction

In F.R. Doc. 65-13842 appearing at page 16115 in the issue for Tuesday, December 28, 1965, the initial Proposal No. 5 on page 16124 is incorrectly designated and stated. It is corrected to read as follows: "Proposal No. 4. Conform the complete order, in all detail, appropriately, to said three-classification system."

FEDERAL AVIATION AGENCY

[14 CFR Part 39]

[Docket No. 7104]

AIRWORTHINESS DIRECTIVES

Dowty Rotol Propellers

The Federal Aviation Agency is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive applicable to Dowty Rotol propellers. There have been instances where the propeller pitchlock on the subject propellers has failed to operate properly under high oil temperature conditions which can result in engine overheating. Since this condition is likely to exist or develop in other propellers of the same design, the proposed AD would require rework of the lock support sleeve on Dowty Rotol propellers.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data,

views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before February 11, 1966, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

Dowty Rotol. Applies to Dowty Rotol propellers, (c) R.193/4-30-4/50, installed on Fairchild F-27; (c) R.184/4-30-4/50, installed on Grumman G-159; and (c) R.179/4-20-4/33, installed on Viscount 810.

Compliance required within the next 100 hours' time in service after the effective date of this Airworthiness Directive unless already accomplished.

To prevent further improper operation of the propeller pitchlock under high oil temperature conditions, rework the existing Lock Support Sleeve, Dowty Rotol P/N RA.61236, in accordance with Dowty Rotol Service Bulletin No. 61-185 (Modification No. (c) VP.2032) Revision 4, or later ARB-approved revision.

Issued in Washington, D.C., on January 6, 1966.

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

[F.R. Doc. 66-361; Filed, Jan. 11, 1966;
8:50 a.m.]

[14 CFR Part 75]

[Airspace Docket No. 65-EA-59]

JET ROUTE

Proposed Designation

The Federal Aviation Agency is considering an amendment to Part 75 of the Federal Aviation Regulations that would designate jet route J-518 from the Windsor, Ontario, Canada, VOR via the intersection of the Windsor 134° T and the Ellwood City, Pa., 296° T radials; the Ellwood City VORTAC, intersection of the Ellwood City 123° and the Westminster, Md., VOR 289° T radials; to Westminster, Md.

Interested persons may participate in the proposed rule making by submitting

such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket also will be available for examination at the Office of the Regional Air Traffic Division Chief.

The proposed jet route would eliminate the convergence of transitioning jet traffic to and from the Detroit, Mich., terminals in the vicinity of the Cleveland VOR. In addition greater distances for climbing and descending jet aircraft clearing traffic on J-60 would be provided along with improved radar coverage and improved service.

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

Issued in Washington, D.C., on January 6, 1966.

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

[F.R. Doc. 66-362; Filed, Jan. 11, 1966;
8:50 a.m.]

[14 CFR Part 39]

[Docket No. 7103]

AIRWORTHINESS DIRECTIVES

Thomas A. Edison and Garwin Engine Gage Units

Amendment 586 (28 F.R. 7394), AD 63-15-3 requires overhaul, including replacement of the fuel pressure diaphragm of Thomas A. Edison Models 195 and 273 airplane engine fuel gages. Subsequent to the issuance of Amendment 586, the Agency has determined that Garwin engine gage units, P/N's 22-802-03 through -014 and 22-802-022, if the date stamp is prior to April 1, 1961, are subject to the same diaphragm failure as the Edison units since the internal mechanism of both units are of the same manufacture. Therefore, it is proposed to amend Part 39 of the Federal Aviation Regulations by adding an airworthiness

directive superseding Amendment 586 to include Garwin Engine Gage Units.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before February 11, 1966, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations, by adding the following airworthiness directive:

EDISON AND GARWIN. Applies to Thomas A. Edison Models 195 and 273 Aircraft Engine Gage Units (Models manufactured for Military use are identified as AN 5773-1A or -TIA, AN 5773-2 or -T2, MS 28043-1 or -TI, and MS 28043-2 or -T2) and Garwin, Inc. Engine Gage Units, P/N's 22-802-03 through -014 and 22-802-022, with date stamp before April 1, 1961.

Compliance required within the next 300 hours' time in service after the effective date of this AD.

Numerous instances of failure of the fuel pressure diaphragm assembly used in the gages affected have been reported. When the gage is under pressure, the diaphragm ruptures resulting in failure of the fuel pressure indicator portion of the gage, causing a serious fire hazard as well as malfunctioning of the fuel pressure indicating portion of the instrument. To prevent recurrence of this condition, accomplish the following:

(a) Overhaul gage units manufactured prior to June 30, 1962, by replacing the diaphragm and capillary tube assembly, P/N 45010- with a new assembly, P/N 45010- in accordance with T. A. Edison Service Bulletin No. 05-75AB-1-SB-1 or FAA-approved equivalent. The new assemblies are identified by the manufacturer with a ¼-inch wide white band painted on the capillary tube adjacent to the solder joint of the tube to the diaphragm assembly. Identify gage units overhauled in accordance with this AD by placing a white paint dot approximately one-fourth inch in diameter, directly below the nameplate and between the "fuel" and "vent" bosses on the outside of the instrument nameplate.

(b) All gage units shall be vented overboard by means of a fuel drain line leading from the fuel pressure gage vent connection and routed such that it will not terminate at a point where the discharge of fuel from the outlet would constitute a fire hazard or from which fumes could enter personnel compartments.

This supersedes Amendment 586 (28 F.R. 7394) AD 63-15-3.

Issued in Washington, D.C., on January 6, 1966.

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

[F.R. Doc. 66-310; Filed, Jan. 11, 1966;
8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 2, 21, 87, 89, 91, 93]

[Docket No. 16406; FCC 66-8]

RELOCATION AND ACCESS TO FREQUENCY BANDS

Notice of Proposed Rule Making

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

2. The Hawaiian Telephone Co. (Hawaiian), on August 11, 1965, filed a petition to amend Parts 2, 21, 87, 89, 91, and 93 of the Commission's rules to allocate the frequency band 6575-6875 Mc/s for microwave fixed stations in the Domestic Public Radio Service in those areas of the State of Hawaii where operation of the proposed earth station of the Communications Satellite Corporation (Comsat) would, on the basis of calculations, constitute a source of potential interference to existing or proposed fixed stations in the Domestic Public Radio Service operating in the presently allocated frequency band 5925-6425 Mc/s.

3. In support of its proposal, Hawaiian noted that the frequency bands 3700-4200 Mc/s and 5925-6425 Mc/s were made available to the Communication-Satellite Service on a shared basis with the Domestic Public Radio Service pursuant to proceedings in Docket No. 15722. In view of the planned construction of an earth station by Comsat at Paumalu, Oahu, Hawaii, the possibility of harmful interference arising between the earth station and existing point-to-point microwave stations operating or proposed for operation in the 5925-6425 Mc/s band by the applicant, appears likely. Such a possibility has also been recognized by the Comsat application (FCC File No. 5-CSG-P-66) and by the Commission in the report and order in Docket No. 15722 released May 20, 1965 (FCC 65-416; 30 F.R. 7153).

4. It has been the practice of those services which share frequencies on a co-equal basis to coordinate their assignments and to cooperate in their use. Due to the unique character of the communication-satellite system which requires frequency assignments on a worldwide basis, however, frequency coordination at a particular station could impose limitations on the entire world communication-satellite system and could result in a difficult, if not unmanageable, frequency assignment situation.

5. Hawaiian recognized that other microwave bands are allocated to the

Domestic Public Radio Service, specifically in the 2, 4, and 11 Gc/s regions of the spectrum. Because Commission rules preclude assignment of a bandwidth greater than 800 kc/s, the 2 Gc/s band (which was subdivided into four 20 Mc/s segments and equally divided between the domestic fixed and operational fixed services to provide for narrow band microwave systems in Docket No. 14712) is not capable of meeting the needs of Hawaiian. Use of the 4 Gc/s band, available for space station transmission, would subject the earth station receiver to interference from Hawaiian terrestrial systems. Because of interisland distances to be traversed and the high rainfall density over certain paths, the 11 Gc/s band does not appear practical. Accordingly, another solution appears necessary.

6. Because equipment is readily available which may be operated in the 6575-6875 Mc/s band and which will meet the wide-band operation required by petitioner, Hawaiian has requested the band be made available for assignment to Domestic Public stations in Hawaii in those areas where use of the 5925-6425 Mc/s band by the Communication-Satellite Service would cause potential interference to stations in the Domestic Public Radio Service.

7. Although the band 6575-6875 Mc/s is presently allocated on a shared basis to International Control and Operational Fixed Radio stations, Commission records indicate a total of 10 authorizations currently outstanding in that band in Hawaii. While this limited use indicates that sharing, as proposed by Hawaiian, should not impose any insurmountable coordination problem on existing or potential licensees, the different bandwidth normally authorized to common carriers as opposed to private users (25 Mc/s versus 10 Mc/s) may present some difficulty in the vicinity of the earth station site at Paumalu. The Commission therefore is proposing to reallocate, in Hawaii only, the 6525-6575 Mc/s band from the mobile to the fixed service and to permit co-equal sharing of the 6525-6575 and 6575-6875 Mc/s bands by operational fixed and common carrier fixed stations with the latter stations permitted in those bands only in those cases where it is demonstrated that the shared use of the frequency band 5925-6425 Mc/s between the Domestic Public Radio Service and the Communication-Satellite Service is not feasible. International control stations now sharing the 6575-6875 Mc/s band would not be permitted to expand into the 6525-6575 Mc/s band, however, since need for additional spectrum in that region is not believed necessary.

8. The proposal insofar as it affects Part 2 is shown in the appendix. If the proposal is adopted, §§ 21.701, 21.703, 87.463, 89.101, 91.254, 91.304, 91.354, 91.404, 91.454, 91.504, 91.554, 91.730, 91.754, and 93.112 would be amended appropriately to reflect the limited availability of the bands 6525-6575 and 6575-6875 Mc/s for the purpose stated herein.

PROPOSED RULE MAKING

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

10. Because of the relationship of this proceeding to the Paumalu earth station, the Commission proposes to expedite this proceeding. Accordingly, any interested person who is of the opinion that the proposed amendments should not be adopted in the form set forth herein may file with the Commission on or before February 14, 1966, written data, views or arguments setting forth his comments. Comments in support of the proposal may also be filed on or before the same date. Comments or briefs in reply to the original comments may be filed on or before February 24, 1966. In reaching its decision, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

11. In accordance with § 1.419 of the Commission's rules, an original and 14 copies of all statements, views or comments filed shall be furnished the Commission.

Adopted: January 5, 1966.

Released: January 7, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

Section 2.106, the Table of Frequency Allocations, is proposed to be amended to read, in part, as follows and two new NG footnotes are added in appropriate numerical sequence:

FEDERAL COMMUNICATIONS COMMISSION

Band (Mc/s) 7	Service 8	Class of station 9
6525-6575 (NG46) (NG...)	MOBILE. (NG...)	Operational land. Operational mobile.
6575-6875 (NG8) (NG...)	FIXED.	International control. Operational fixed.

NG. In Hawaii only, the band 6525-6575 Mc/s is allocated to the fixed service.

NG. In the State of Hawaii, frequencies in the band 6525-6575 and 6575-6875 Mc/s may be assigned to fixed point-to-point microwave stations in the Domestic Public Radio Service on a co-equal, primary basis with those classes of station for which the band is primarily allocated. Such assignments will be granted, however, only in those cases where it is demonstrated that the shared use of the frequency band 5925-6425 Mc/s between the Domestic Public Radio Service and the Communication-Satellite Service is not feasible.

[F.R. Doc. 66-368; Filed, Jan. 11, 1966;
8:51 a.m.]

¹ Commissioners Lee and Wadsworth absent; Cox concurring and issuing a statement filed as part of original document.

[47 CFR Parts 31, 33, 34, 35]

[Docket No. 16407; FCC 66-11]

PROPERTY ITEMS

Notice of Proposed Rule Making

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

2. The Commission proposes to amend Part 31 (Uniform System of Accounts for Class A and Class B Telephone Companies), Part 33 (Uniform System of Accounts for Class C Telephone Companies), Part 34 (Uniform System of Accounts for Radiotelegraph Carriers), and Part 35 (Uniform System of Accounts for Wire-Telegraph and Ocean-Cable Carriers) of its rules in order to delete references therein to obsolete property items. These may be items of which a few may still be in use but which are no longer representative of the items in the respective accounts and their deletion thus seems in order. As an example, § 34.71 is currently entitled "Vehicles and draft animals." It is proposed to amend that title to read "Transportation equipment." Such title will reflect the fact that § 34.71 covers a broader range than its apparent counterpart, § 35.71.

3. The Commission invites recommendations from carriers or others as to property units included in texts of accounts, in item lists, lists of retirement units or elsewhere in any of the systems of accounts that are not now representative of the type of items includible in the various accounts. In addition to comments with respect to the proposed deletion of obsolete items, comments are solicited as to any items that seem to warrant inclusion in the item lists or other changes in the systems of accounts not involving changes in accounting that are believed to be appropriate because of changes in the art of communication.

4. Since it is not contemplated that any amendments made as a result of this rule-making proceeding would alter the required manner or form of keeping accounts, the 6 months notice provision of section 220(g) of the Communications Act will not apply. Therefore, the Commission proposes to make any amendments adopted as a result of this proceeding effective immediately upon adoption of a final order herein.

5. This notice of proposed rule making is issued under authority of sections 4(i) and 220 of the Communications Act of 1934, as amended.

6. Pursuant to applicable procedures set forth in §§ 1.415 and 1.419 of the Commission's rules, interested persons may file comments on or before February 28, 1966, and reply comments on or before March 25, 1966. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also

take into account other relevant information before it, in addition to the specific comments invited by this Notice.

7. In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and 14 copies of all statements or briefs shall be furnished to the Commission.

Adopted: January 5, 1966.

Released: January 7, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-369; Filed, Jan. 11, 1966;
8:51 a.m.]

[47 CFR Part 73]

[Docket No. 16408; FCC 66-16]

TABLE OF ASSIGNMENTS, FM
BROADCAST STATION

Notice of Proposed Rule Making

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

2. The Commission has before it for consideration a petition for reconsideration filed on November 29, 1965, and a supplement thereto filed on December 2, 1965, by the Corbin Times-Tribune, requesting reconsideration of our Memorandum Opinion and Order, FCC-65-979, issued in RM-846 on October 29, 1965, insofar as it denied a request for rule making to provide a second Class A FM assignment to Corbin, Ky.¹ In that decision the Commission denied a petition for rule making filed by Corbin Times-Tribune on September 2, 1965, to assign Channel 228A to Corbin, in addition to the presently assigned Channel 257A.

3. Corbin is located partly in Whitley County (population 25,815) and partly in Knox County (population 25,258) and has a population of 7,119 persons. It has two AM stations, an unlimited time station licensed to petitioner, and a day-time-only station licensed to James Calvin Vernon. Both of these parties are applicants for the sole FM assignment in Corbin and these applications (BPH-5038 and 5044) will require a comparative hearing. The previous decision in this case denied the assignment of Channel 228A on the grounds that it might preclude the use of needed future assignments in other communities, that the proposed assignment was technically feasible in other communities in the area, which while smaller than Corbin had no

¹ Commissioners Lee and Wadsworth absent.

² Inasmuch as petitioner has abandoned the original request this document is being considered as a new petition for rule making.

FM assignments and only a daytime-only AM station in each, and that in view of the existing aural assignments in Corbin the second FM assignment was not warranted by the method proposed.

4. In its petition for reconsideration Corbin Times-Tribune concedes that the assignment of Channel 228A at Corbin may preclude the use of assignments in other communities in the area such as Barbourville and Williamsburg and abandons its request for this particular assignment. It instead now advances another proposal, which it contends will not deny any other community a first local service. The proposal is as follows:

City	Channel No.	
	Present	Proposed
London, Ky.....	296A	280A
Corbin, Ky.....	257A	257A, 296A

Based upon an engineering showing attached to the petition, Corbin Times-Tribune states that the assignment of Channel 280A can only be made in a limited area north of Corbin which does not contain any city with a population of 1,000 or more except for London and that this assignment will not preclude the assignment of any of the adjacent six Class C channels in any area in which such an assignment is not already precluded by existing stations or assignments. Likewise it is shown that Channel 296A may be assigned to an area in which there is only one other community with a population of over 1,000 persons, in addition to Corbin, and that community (Beattyville) has been assigned Channel 272A. With respect to the six adjacent channel Class C channels again no area is available for assignment which is not already precluded by existing stations and assignments. Petitioner also points out that Corbin is the largest community within 55 miles except for Middlesboro, which has a Class A FM assignment and is closer to the FM stations in Knoxville.

5. Our concern in denying the former request of the petitioner was mainly that the addition of a second FM assignment to a community as small as Corbin might in the future preclude assignments in other communities which may at that time need a first FM assignment. On the basis of the technical showing made herein, it appears that the suggested changes may not have the same defect that the original proposal had. In view of this, we are inviting comments from all interested parties on the proposal outlined above.

6. Authority for the adoption of the amendment proposed herein is contained in sections 4(i), 303, and 307(b) of the Communications Act of 1934, as amended.

7. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested persons may file comments on or before February 4, 1966, and reply comments on or before February 15, 1966. All submissions by parties to this proceeding or by persons acting in behalf of such parties must be made in

written comments, reply comments or other appropriate pleadings.

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

Adopted: January 5, 1966.

Released: January 7, 1966.

FEDERAL COMMUNICATIONS COMMISSION,³

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 6-370; Filed, Jan. 11, 1966; 8:51 a.m.]

[47 CFR Part 73]

[Docket No. 16409; FCC 66-20]

TABLE OF ASSIGNMENTS, FM BROADCAST STATIONS

Notice of Proposed Rule Making

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

2. The Commission has before it for consideration a petition for rule making, filed on November 18, 1965 by Reeves Broadcasting Corp., licensee of Station WHTN-TV, Huntington, W. Va., requesting amendments in the FM Table of Assignments. Petitioner requests that Channel 290 be deleted from Charleston, W. Va., and that Channel 274 be shifted from Logan, W. Va., to Charleston, as follows:

City	Channel No.	
	Present	Proposed
Charleston, W. Va.....	241, 248, 253, 260, 290	241, 248, 253, 260, 274
Logan, W. Va.....	270, 274	

Inasmuch as Channel 290 in Charleston is licensed to Station WTIO, this authorization will have to be modified in the event the proposal is adopted.

3. The purpose of the proposed rule making, as stated by the petitioner, is to eliminate the second harmonic interference which occurs to reception in Charleston of TV Station WHTN-TV, which operates on Channel 13 at Huntington due to the operation of Station WTIO on Channel 290. Petitioner states that investigations have revealed that this interference is due primarily to overloading of the front ends of TV receivers located in the strong field area of WTIO which produces a second harmonic component of the WTIO signal in the input

³ Chairman Henry not participating; Commissioners Lee and Wadsworth absent; Cox dissenting.

circuits of the television receivers. Petitioner urges that Logan, from which Channel 274 would be removed and assigned to Charleston to replace 290, has a population of only 4,185 and that no applications have been filed for either channel presently assigned there, that the proposal conforms to all the rules, and that it would serve the public interest. Finally, petitioner submits that the licensee of WTIO has indicated a willingness to shift from Channel 290 to 274 as soon as possible.

4. While second harmonic interference to TV reception is basically a problem of transmitter and receiver design and ordinarily is not a factor in the assignment of FM channels, we have, in the past, made changes in assignments where a simple solution to the problem had been found to be acceptable to all parties concerned. See Information Bulletin issued on this subject on February 19, 1965, FCC 65-130. Comments are invited on the petitioner's proposal as outlined above. The Reeves proposal would result in the loss of a Class B assignment in the area. In view of this, comments are also invited on the question of whether Channel 290, the assignment proposed to be deleted at Charleston, cannot be assigned elsewhere at a community where there is a need for it, and if not, whether the proposal represents an inefficient use of available spectrum space. In the event the proposal is adopted, the Commission will take appropriate action with respect to the outstanding authorization of Station WTIO.

5. Authority for the adoption of the amendments proposed herein is contained in sections 4(i), 303, 307(b), and 316 of the Communications Act, of 1934, as amended.

6. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested persons may file comments on or before February 4, 1966, and reply comments on or before February 15, 1966. All submissions by parties to this proceeding or persons acting in behalf of such parties must be made in written comments, reply comments or other appropriate pleadings.

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

Adopted: January 5, 1966.

Released: January 7, 1966.

FEDERAL COMMUNICATIONS COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-371; Filed, Jan. 11, 1966; 8:51 a.m.]

¹ Commissioners Bartley and Cox dissenting; Lee and Wadsworth absent.

FEDERAL MARITIME COMMISSION

[46 CFR Part 502]

[Docket No. 65-33]

PROCEDURE FOR ADJUDICATION OF SMALL CLAIMS

Notice of Proposed Rule Making

On August 27, 1965, the Federal Maritime Commission published in the FEDERAL REGISTER, 30 F.R. 11107, notice of proposed rule making with respect to procedures for the adjudication of small claims.

Comments thereon, including those in which requests were made for oral argument, have been received and considered by the Commission. On the basis of such comments, certain changes which clarify and unify the rules have been made as set forth below.

Notice is hereby given that oral argument on the rules, as published herein, will be heard by the Commission on March 2, 1966, beginning at 9:30 a.m., in Room 114, 1321 H Street NW., Washington, D.C.

All persons interested in this proceeding are requested to notify the Secretary, Federal Maritime Commission, Washington, D.C., 20573, on or before February 11, 1966, whether they will participate in the oral argument and, if so, the amount of time desired for argument.

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

Subpart T—Informal Procedure for Adjudication of Small Claims

Sec.	
502.301	Policy.
502.302	Limitation of actions.
502.303	Overcharges defined.
502.304	Procedure.
502.305	Six-month rule.

Subpart U—Formal Procedure for Adjudication of Small Claims

502.311	Applicability.
502.312	Complaints.
502.313	Answer to complaint.
502.314	Reply of complainant.
502.315	Additional information.
502.316	Submission to the commission.
502.317	Request for oral hearing.
502.318	Intervention.
502.319	Oral argument.
502.320	Decisions.
502.321	Applicability of other parts of these rules.

Subpart T—Informal Procedure for Adjudication of Small Claims

§ 502.301 Policy.

Claims against common carriers subject to the Shipping Act, 1916, as amended, in the amount of \$1,000.00 or less, for the recovery of damages (not including claims for loss of or damage to property), or for the recovery of overcharges, will, with the written consent of all parties, be determined by Hearing Examiners of the Commission pursuant to

this subpart, without the necessity for formal proceedings under other parts of these rules. Determination of such claims under this part shall be administratively final and conclusive.

§ 502.302 Limitation of actions.

Claims under this subpart may be filed with the Commission within 2 years from the time the cause of action accrues. The cause of action shall, for the purpose of this section, be deemed to accrue (a) for overcharges upon delivery of the property or the payment of the charges, whichever is later, (b) for damages on the date on which the act which is the basis of the claim occurred.

§ 502.303 Overcharges defined.

The term "overcharges" as used in this subpart means charges for transportation services in excess of those applicable under tariffs lawfully on file with the Commission.

§ 502.304 Procedure.

(a) A claim under this subpart shall be filed in the form prescribed in Appendix A hereof. Three (3) copies of the claim must be filed, together with the same number of copies of such supporting documents as may be deemed necessary to establish the claim. Copies of tariff pages need not be filed; reference to such tariffs or to pertinent parts thereof will be sufficient. Supporting documents may consist of affidavits, correspondence, bills of lading, paid freight bills, export declarations, dock or wharf receipts, or of such other documents as, in the judgment of the claimant, tend to establish the claim. The Commission's Hearing Examiner may, if deemed necessary, request additional documents or information from claimants. Claimant may attach a memorandum, brief or other document containing discussion, argument or legal authority in support of its claim. If a claim filed under this subpart involves any shipment which has been the subject of a previous claim filed with the Commission, formally or informally, full reference to such previous claim must be given.

(b) Claims under this subpart shall be addressed to the Office of the Secretary, Federal Maritime Commission, 1321 H Street NW., Washington, D.C., 20573. The filing of such claims shall be deemed to constitute an agreement by the claimant to be bound by the determination made by the Commission's Hearing Examiner.

(c) Each claim under this subpart will be acknowledged with a reference to the Informal Docket Number assigned. All further correspondence pertaining to such claims must refer to the assigned Informal Docket Number. If the documents filed fail to establish a claim for which relief may be granted, two copies of the claim and supporting documents will be returned to the claimant with a statement of the basis for the denial of relief. The claimant may thereafter,

but only if the period of limitation has not run, resubmit its claim with such additional proof as may be necessary to establish the claim.

(d) A copy of each claim filed under this subpart, with attachments, shall be forwarded by the Commission's Hearing Examiner to the carrier involved. The carrier shall, within 10 days after service, indicate whether it will consent to have the claim determined under this part and if so, it shall, by affidavit in the form shown in Appendix B hereto, agree to be bound by the determination made by the Commission's Hearing Examiner. If the carrier refuses to consent to the claim being informally adjudicated pursuant to this subpart, the claim will be considered a complaint under § 502.312 of Subpart U and the carrier shall file an answer under § 502.313 of that subpart.

(e) Within sixty (60) days from the date of the affidavit prescribed in paragraph (d) above, the carrier shall file its response to the claim. The response may consist of documents, arguments, legal authorities or precedents, or any other matter considered by the carrier to be a defense to the claim. The Commission's Hearing Examiner may request the carrier to furnish such further documents or information as he deems necessary, or he may require the claimant to reply to the defenses raised by the carrier.

(f) Both parties shall promptly be advised of the Hearing Examiner's determination and the report shall state the basis upon which the determination was made. The case will then be closed, and may be reopened within 6 months but only to correct mathematical computation of the claim.

§ 502.305 Six-month rule.

If a claim under this part cannot be determined, the parties affected will be so notified in writing. The matter in such claim will not be reconsidered by the Commission's Hearing Examiner under this Subpart unless, within 6 months after the date such notice is mailed, the claim is resubmitted on an additional fact basis.

Subpart U—Formal Procedure for Adjudication of Small Claims

§ 502.311 Applicability.

In the event the carrier elects not to consent to determination of the claim under the Subpart T, claims, in the amount of \$1,000.00 or less, shall be adjudicated under the procedures set forth in this Subpart. The Commission's Hearing Examiner shall promptly notify the claimant of such change in procedure. A formal Docket Number will be assigned to the matter.

§ 502.312 Complaints.

An individual claim filed pursuant to Subpart T shall constitute a formal com-

plaint if the carrier refuses to consent to the determination of the claim under Subpart T. The complaint shall consist of the documents submitted by the claimant under Subpart T of this Part. Such documents shall be served upon the carrier with advice that the complaint will be adjudicated under this Subpart.

§ 502.313 Answer to complaint.

The carrier shall file with the Commission an answer within 30 days of service of the complaint (in accordance with § 502.116 of these rules) and shall serve a copy of said answer upon complainant. The answer shall admit or deny each matter set forth in the complaint. Matters not specifically denied will be deemed admitted. Where matters of fact or law are controverted or where other matters are urged in defense, the answer shall be accompanied by appropriate affidavits, other documents, and memoranda.

§ 502.314 Reply of complainant.

Complainant may within 10 days of service of the answer filed by carrier, file with the Commission and serve upon the carrier a reply memorandum accompanied by appropriate affidavits and supporting documents.

§ 502.315 Additional information.

The Commission's Hearing Examiner may require the submission of additional affidavits, documents, or memoranda of Complainant or Carrier.

§ 502.316 Submission to the Commission.

In the usual course of disposition of complaints filed under this Subpart, no formal oral hearing will be granted; however, the Commission's Hearing Examiner in his discretion, may order a hearing.

§ 502.317 Request for oral hearing.

A request for oral hearing may be incorporated in the Answer or in complainant's reply to the Answer. Requests for oral hearing will not be entertained unless they set forth in detail the reasons why the filing of affidavits or other documents will not permit the fair and expeditious disposition of the claim, and the precise nature of the facts sought to be proved at such oral hearing. The Commission's Hearing Examiner shall rule upon a request for oral hearing within 10 days of its receipt. In the event an oral hearing is ordered, it will be held in accordance with the rules applicable to other formal proceedings, as set forth in Subparts A through Q of these rules.

§ 502.318 Intervention.

Petitions to intervene will ordinarily not be permitted.

§ 502.319 Oral argument.

No oral argument will be held, unless otherwise directed by the Commission's Hearing Examiner.

§ 502.320 Decisions.

The decision of the Commission's Hearing Examiner shall be final, unless, within five (5) days from the date of service of the decision, either party requests review of the decision by the Commission, or unless, within fifteen (15) days from the date of service of the decision, the Commission exercises its discretionary right to review the decision.

§ 502.321 Applicability of other parts of these rules.

In situations not covered by the rules in Subparts T and U, the rules in Subparts A through Q inclusive will apply.

Appendix A
FEDERAL MARITIME COMMISSION
Washington, D.C.

Informal Docket No. -----

(Claimant)

vs.

(Carrier)

I. The claimant is (state in this paragraph whether claimant is an association, corporation, firm or partnership, and if a firm or partnership, the names of the individuals composing the same. State the nature and principal place of business).

II. The carrier named above is a common carrier engaged in transportation by water from ----- to -----, and as such is subject to the provisions of the Shipping Act, 1916, as amended, or the Intercoastal Shipping Act, 1933, as amended.

III. That (state in this and subsequent paragraphs to be lettered A, B, etc., the matter or matters that gave rise to the claim. Name specifically each rate, charge, classification, regulation or practice which is challenged. Refer to tariffs, tariff items or rules, or agreement numbers, if known).

IV. If claim is for overcharges, state commodity, weight and cube, origin, destination, bill of lading description, bill of lading number and date, rate and/or charges assessed, date of delivery, date of payment, by whom paid, rate or charge claimed to be correct and amount claimed as overcharges. (Specify tariff item for rate or charge claimed to be proper.)

V. State section of statute claimed to have been violated. (Not required if claim is for overcharges.)

VI. The undersigned authorizes the Commission's Hearing Examiner to determine the above stated claim and understands that such determination shall be final and conclusive on the claimant and the carrier(s) and will not be reviewed or further considered in any other proceeding filed with the Commission.

Attach memorandum or brief in support of claim. Also attach bill of lading, copies of

correspondence or other documents in support of claim.

(Date)

(Claimant's signature)

(Claimant's address)

(Signature of agent or attorney)

(Agent's or attorney's address)

VERIFICATION

State of -----, County of -----, ss: -----, being first duly sworn on oath deposes and says that he is -----

(The claimant, or if a firm, association, or corporation, state the capacity of the affiant.)

and is the person who signed the foregoing claim; that he has read the foregoing and that the facts set forth without qualification are true and that the facts stated therein upon information received from others, affiant believes to be true.

Subscribed and sworn to before me, a notary public in and for the State of -----, County of -----, this ----- day of ----- 19---

[SEAL]

(Notary Public)

My commission expires -----

Appendix B

FEDERAL MARITIME COMMISSION
WASHINGTON, D.C.

Informal Docket No. -----

CARRIER'S AFFIDAVIT

I, ----- (Officer of carrier)

authorize the Commission's Hearing Examiner to determine the above numbered claim. I understand that such determination shall be final and conclusive on the claimant and on the carrier and will not be reviewed or further considered in any other proceeding filed with the Commission.

(Date)

(Signed)

(Capacity)

VERIFICATION

State of -----, County of -----, ss: -----, being first duly sworn on oath deposes that he is -----

(conference chairman or secretary, or officer of carrier)

and is the person who signed the foregoing affidavit, that he has read the foregoing and agrees without qualification to its truth.

Subscribed and sworn to before me, a notary public in and for the State of -----, County of -----, this ----- day of ----- 19---

[SEAL]

(Notary Public)

My commission expires -----

[F.R. Doc. 66-346; Filed, Jan. 11, 1966; 8:49 a.m.]

Notices

DEPARTMENT OF STATE

Agency for International Development
AMBASSADOR AT ATHENS, GREECE,
ET AL.

Redelegation of Authority

Pursuant to the authority delegated to me by AID Delegation of Authority No. 54 dated October 21, 1964, I hereby redelegate to the Ambassador at Athens, Greece, the AID Mission Director at Cairo, United Arab Republic, the AID Mission Director at Ankara, Turkey, and the Ambassador at Beirut, Lebanon, and to any person acting in the capacity of any of them, the authority to administer and implement grant agreements by and between the United States of America and Roberts College, Turkey; American Hospital of Istanbul, Turkey; Pierce College, Greece; American Farm School, Greece; Athens College, Greece; American University of Cairo, United Arab Republic; American University and International College, Beirut, Lebanon; entered into pursuant to sections 214 (a) or (b) of the Foreign Assistance Act of 1961, as amended; such authority may be exercised only with respect to those grant agreements with institutions in countries for which the said Ambassadors and Mission Directors have operational responsibility. Authority redelegated herein is subject to the following limitations:

- (1) The authority to amend the grant agreements is not redelegated herein;
 - (2) The authority to grant approvals under the grant agreements, including approvals of contracts and contractors for construction, architectural or engineering services, shall be limited to approvals in which less than twenty-five thousand U.S. dollars (\$25,000), or the equivalent thereof in other currencies, is involved;
 - (3) The authorities redelegated herein shall be exercised in accordance with agency policies, regulations and procedures;
 - (4) The authorities redelegated herein shall not be redelegated.
- This redelegation of authority shall be effective immediately.

Dated: September 27, 1965.

A. H. MOSEMAN,
Assistant Administrator, Office
of Technical Cooperation and
Research.

Concurrence:

WILLIAM B. MACOMBER, JR.,
Assistant Administrator, Bureau
for Near East and South Asia.

[F.R. Doc. 66-327; Filed, Jan. 11, 1966;
8:47 a.m.]

ASSISTANT ADMINISTRATOR, TECHNICAL COOPERATION AND RESEARCH

Redelegation of Authority

NOVEMBER 23, 1965.

Pursuant to the authority delegated to me by AID Delegation of Authority No. 54, dated October 21, 1964, I hereby amend the Redelegation of Authority to administer and implement grant agreements entered into pursuant to section 214 (a) or (b) of the Foreign Assistance Act of 1961, as amended, signed by me September 24, 1965, as follows:

Strike on p. 2, No. 4 "The authority redelegated herein shall not be redelegated" and substitute therefor:

No. 4. The authorities redelegated herein may be redelegated by the individuals listed above, as appropriate, but not successively redelegated.

DONALD B. MACPHAIL,
Acting Assistant Administrator,
Technical Cooperation and Research.

Concurrence:

WALTER G. FARR, JR.

[F.R. Doc. 66-326; Filed, Jan. 11, 1966;
8:47 a.m.]

[Public Notice 242]

GOVERNMENT-SPONSORED FOREIGN AFFAIRS RESEARCH

Procedures for Review

The following procedures apply to all Federal agencies supporting foreign area research. The procedures are issued in accordance with the President's letter of August 2, 1965, to the Secretary of State (Vol. 1, Weekly Comp. Pres. Docs. 43) and pursuant to the assignment of authority made by the Secretary of State to the Director, Bureau of Intelligence and Research in his letter of August 30, 1965 to heads of departments and agencies.

A. Definition of government-sponsored foreign affairs research. Government-sponsored foreign affairs research is defined as research programs and studies in the social and behavioral sciences dealing with international relations, or with foreign areas and peoples, whether conducted in the United States or abroad, which are supported by contracts or grants awarded by agencies of the United States. In-house research is not included.

B. Responsibilities for review and clearance—1. Department of State responsibility for clearance of foreign affairs research. The Department of State will review Government-sponsored foreign affairs research in accordance with the President's letter of August 2, 1965 to the Secretary of State:

"I am determined that no Government sponsorships of foreign area research should be undertaken which in the judgment of the Secretary of State would adversely affect U.S. foreign relations. Therefore I am asking you to establish effective procedures which will enable you to assure the propriety of Government-sponsored social science research in the area of foreign policy.

Under the procedures set forth herein, developed pursuant to the President's letter, the Department of State will be responsible for formulating policies for review and clearance of foreign affairs research and for clearing research projects submitted to it for that purpose by other Government agencies.

2. Other agencies' responsibilities. a. To facilitate review of foreign affairs research, certain responsibilities set forth in these procedures remain with the agencies sponsoring foreign affairs research.

b. Each agency will designate a clearance point to be responsible for reviewing projects, providing information, making determinations as to clearance required, and submitting projects to the State Department for review in conformance with these procedures.

C. Categories of research—1. Projects required to be submitted to and cleared by the State Department. This category consists of projects involving foreign travel or contacts with foreign nationals sponsored by the military and foreign affairs agencies.¹ Certain exceptions are specified in subsections 2 and 3 below. Projects will be considered cleared unless other State action is communicated to the agency within 15 days after the required information is received by the Department for review.

2. Projects requiring review and determination by the clearance point within an agency as to whether such projects need be submitted to the State Department for clearance. The clearance point within an agency is responsible for submitting to the State Department for clearance projects falling under this subsection when it determines that the conduct of such research might have potentially adverse effects on U.S. foreign relations. Projects thus submitted will be considered cleared unless other State action is communicated to the agency within 15 days after the required information is received by the Department for review.

The clearance point will transmit information items 1, 2, 3, 6, and 7 to the State Department on projects it determines do not require State Department clearance. The State Department reserves the right to request further infor-

¹ The Department of Defense, the U.S. Information Agency, the Arms Control and Disarmament Agency, the Agency for International Development, and the Central Intelligence Agency.

mation on projects not submitted for clearance under this subsection and to require submission for clearance of any such projects.

The types of projects under this subsection are as follows:

a. Projects, either classified or unclassified, involving foreign travel or contact with foreign nationals, which are sponsored or subsidized by domestic agencies. With respect to projects not submitted for clearance, the agencies will insure that the Ambassador is informed through State channels sufficiently in advance of the arrival of contractor personnel in a country so that he may transmit timely advice to Washington.

b. Projects, either classified or unclassified, involving foreign travel, but with contact limited to U.S. official personnel. In each case, notification to the Ambassador will be required as under C.2a.

c. Projects, either classified or unclassified, to be conducted initially in the United States with no foreign national contacts, but which might later involve foreign travel and contact with foreign nationals. Where travel is subsequently decided upon, the project travel plans will be submitted to the State Department for approval as required under C.1.

d. Unclassified projects not involving foreign travel or contact with foreign nationals.

e. Any other type project which, upon agreement between the Department of State and another agency, is made subject to the review procedures in this subsection.

3. *Projects not requiring State Department clearance.* Projects under this category need not be submitted to the State Department for clearance but information items 1, 2, 3, 6, and 7 shall be furnished to the Department at the time specified in section I or quarterly at the discretion of an agency. The Department retains the option to request additional information or to review a project.

a. Classified projects to be conducted entirely in the United States with no contacts with foreign nationals. The Department of State shall be consulted before such a project is declassified and such projects shall thereupon be treated in accordance with category 2.

b. Routine renewals and amendments to projects already cleared by the State Department or, in the case of field research, which include provision for continuing coordination with the embassy.

c. Modification or extension of existing in-country research projects or programs carried out by agreement with the host country and with the approval of the U.S. Ambassador. Such modifications and extensions are considered cleared upon certification of this approval to the Department of State by the U.S. Ambassador.

4. *Research in progress before August 2, 1965 other than that covered in C.3.c. above.* In order to expedite review of this category, the Department of State may provide each agency with a listing of all foreign affairs research projects and programs currently known to the

Department of State. The Department of State may indicate what additional information, if any, it seeks about these projects and may also request information on all on-going projects and programs which may not appear on the listing. Any such project or program will be considered cleared unless the Department of State informs the agency that it needs to be reviewed.

D. *Continuous programs of research—*
1. *Programs of contract organizations.* Apart from the handling of research projects as specified in C above, government agencies shall keep the Department of State informed about continuous foreign affairs research programs carried out by research organizations receiving their principal support from such agencies. After consulting with an agency, the Department of State may ask to clear specific projects in accordance with section C of these procedures.

2. *Plans and projects not requiring clearance.* In cases where research organizations receiving their principal support from agencies are not required to clear their research plans or projects with sponsoring agencies, the Department of State shall not require clearance of research programs. However, the sponsoring agency, the Department of State, and each of the major research organizations concerned shall determine jointly the best means for keeping the Department of State informed of all foreign affairs research carried out by such organizations and individuals.

3. *Contract programs of agency field offices.* Similarly, the Department shall be kept informed about contract research programs carried out through field offices of agencies. Individual projects carried out under such programs shall be reviewed in accordance with section C of these procedures.

E. *Grants to academic institutions.* Grants to academic institutions for general purposes (such as construction of facilities, expansion of faculty or unspecified research in an academic discipline) related to foreign affairs research will not be subject to Department of State clearance. Agencies shall keep the Department informed about such general purpose grants.

F. *Other research activities—*
1. *Conferences and consortia.* The definition of foreign affairs research includes Government-sponsored conferences with foreign nationals dealing with questions of foreign affairs research and studies of or support for academic research consortia.

2. *Informal contacts with foreign nationals.* Informal communications of contractors with foreign nationals in the United States are not subject to Department of State clearance. However, agencies may consult with the Department of State about the propriety of such contacts, particularly when they are carried out by members of research organizations clearly identified as institutions created specifically to serve the agency.

G. *Travel by contractors and grantees—*
1. *Information on travel.* It would be helpful if agencies inform the Depart-

ment of State about travel and work abroad of their contractors and grantees even when the Department has not required clearance for such activities.

2. *Travel for private purposes.* The Department of State will not concern itself with the foreign travel of contractors and grantees that is not directly related to Government-sponsored foreign affairs research. This includes attendance at professional meetings abroad and fieldwork abroad on privately supported research.

H. *Reports.* The clearance point within an agency is responsible for insuring that the contents of unclassified research projects will not adversely affect U.S. foreign relations. Should the clearance point have any question concerning the propriety of an unclassified research report, it should consult with the State Department concerning disposition and possible classification of such reports. The release of Department of Defense classified studies to foreign governments will continue to be the responsibility of the Military Information Control Committee.

I. *Information required from sponsoring agency.* As a general rule, information will be submitted to the State Department by agencies before a grant is awarded or a contract is concluded. Agencies are responsible for consulting with the Department of State on the propriety of unclassified invitations for bids or publicity of any kind. Arrangements for communication of information on project proposals may vary depending on the agency and sometimes on particular projects. Such details will be worked out with agencies by the Chairman of the Research Council (see below).

Sponsoring agencies shall submit the following information:

1. Title of project and brief description.
2. Sponsoring agency or agencies (including information of any funding by other agencies).
3. Contractor, estimated cost, and principal researchers.
4. Detailed information on project: Questions to be investigated, methods, schedules, types of findings anticipated, countries or regions covered.
5. If the project involves field work abroad, names of researchers and indication of time of proposed fieldwork and extent and types of contact with foreign nationals.
6. Extent to which discussion with a U.S. diplomatic mission has already been held in the formulation of the project proposal.
7. Classification of project and proposed disposition of reports.

J. *Review and clearance actions—*
1. *Department of State review process.* a. Types of clearance actions: (1) cleared; (2) cleared with conditions; (3) not cleared (with statement of reasons).

b. Once cleared, there will normally be no further State Department action, although other agencies remain under obligation to inform the Department of changes in the character of the research, and, in the event of substantial changes

or significant developments in the research, the Department retains the option to review the project.

2. *Criteria for State Department actions.* a. Research projects will be reviewed only for the purpose of avoiding adverse effects upon U.S. foreign relations.

b. The risks of possible adverse effects on foreign relations will be weighed against the value to the U.S. Government of the research project. Because the sponsoring agency is the best judge of the value of a proposal to its own mission, its views will be taken fully into account.

c. If the Department of State questions the propriety of any research project, it will consult with the sponsoring agency before making a final determination.

d. Clearance of research projects by the State Department is not necessarily an endorsement of the need, method, or value of the project.

3. *Policy formulation and clearance in the Department of State.* a. The Secretary of State has created a Foreign Affairs Research Council (RC), with the Director of Intelligence and Research as Chairman, to assist him in formulating policies for State Department review and clearance of project proposals. The Council is composed of the Chairman of the Policy Planning Council, the Deputy Assistant Secretary for Politico-Military Affairs, and, as appropriate, representatives of the regional and functional bureaus. The RC is assisted by the Bureau of Intelligence and Research and its Office of External Research.

b. The Foreign Affairs Research Council may from time-to-time issue guidelines to agencies to aid them in fulfilling the requirements of these procedures.

c. The Chairman of the Foreign Affairs Research Council will act for the Department on clearances, doing so on the basis of information from and discussion with sponsoring agencies and on the basis of policies and procedures approved by the Council and, when appropriate, after discussion of individual projects by the Council. The Chairman will keep the Secretary of State informed of major questions before the Council and of important actions by the Council.

4. *Appeals.* An agency may request a review of a decision, in which case the Foreign Affairs Research Council will consider the agency's appeal and will act promptly on it. Should the decision still be unsatisfactory to an agency, an agency head may consult with the Secretary of State.

K. *Requirements of the Federal Reports Act of 1942 and Budget Circular A-40.* The requirements set forth in these procedures do not relieve agencies from their responsibilities under the Federal Reports Act of 1942 and Bureau of the Budget Circular No. A-40.

L. *Review of procedures.* No later than 6 months after the effective date of these procedures, November 18, 1965, the Department of State in consultation with the interested agencies will review these procedures and make any necessary changes to improve them. Subse-

quent reviews of these procedures will take place as deemed necessary by the Department of State.

Dated: December 21, 1965.

THOMAS L. HUGHES,
Director,
Bureau of Intelligence and Research.

[F.R. Doc. 66-355; Filed, Jan. 11, 1966;
8:50 a.m.]

DEPARTMENT OF THE TREASURY

Office of the Secretary

[Dept. Clrc. 570, 1965 Rev. Supp. No. 15]

AMERICAN CENTRAL INSURANCE CO. AND CENTRAL SURETY AND INSURANCE CORP.

Termination of Authority To Qualify as Sureties on Federal Bonds

JANUARY 6, 1966.

Notice is hereby given that the Certificates of Authority issued by the Secretary of the Treasury to American Central Insurance Co., St. Louis, Mo., and Central Surety and Insurance Corp., Kansas City, Mo. (Missouri corporation, with administrative offices in New York, N.Y.), under the provisions of the Act of Congress approved July 30, 1947 (6 U.S.C. 6-13) to qualify as sole sureties on recognizances, stipulations, bonds, and undertakings permitted or required by the laws of the United States are hereby terminated effective as of midnight December 31, 1965.

Commercial Union Insurance Co. of New York, a New York corporation, holds a Certificate of Authority from the Secretary of the Treasury as an acceptable surety on bonds in favor of the United States. Pursuant to Agreement of Merger effective midnight December 31, 1965, approved by the Superintendent of Insurance of the State of New York December 1, 1965, and the Superintendent of the Division of Insurance of the State of Missouri October 21, 1965, the American Central Insurance Co., St. Louis, Mo., and the Central Surety and Insurance Corp., Kansas City, Mo., are merged into Commercial Union Insurance Co. of New York, New York, N.Y., the surviving company. Commercial Union Insurance Co. of New York acquires all of the assets and assumes all of the liabilities of the American Central Insurance Co. and Central Surety and Insurance Corp. A copy of the Agreement of Merger is on file in the Treasury Department, Bureau of Accounts, Surety Bonds Branch, Washington, D.C., 20226.

No action need be taken by bond-approving officers, by reason of the merger, with respect to any bonds or other obligations in favor of the United States, or in which the United States has an interest, direct or indirect, issued on or before December 31, 1965 by American Central Insurance Co., or Central Surety and Insurance Corp., pursuant to Certificates of Authority issued the companies by the Secretary of the Treasury.

As a result of the merger an underwriting limitation of \$12,187,000 has been established for Commercial Union Insurance Co. of New York, New York, N.Y., by the Treasury Department effective January 1, 1966, under the Company's Certificate of Authority to act as an acceptable surety on Federal bonds.

[SEAL] JOHN K. CARLOCK,
Fiscal Assistant Secretary.

[F.R. Doc. 66-342; Filed, Jan. 11, 1966;
8:48 a.m.]

DEPARTMENT OF DEFENSE

Defense Supply Agency ORGANIZATION

I. GENERAL DESCRIPTION OF ORGANIZATION

A. *Establishment of the Defense Supply Agency.* The Defense Supply Agency was established as an agency of the Department of Defense by DoD Directive 5105.22, dated November 6, 1961, under the direction, authority, and control of the Secretary of Defense. The Director is responsible directly to the Secretary of Defense.

B. *Purpose and scope.* 1. The mission of the Defense Supply Agency is to:

a. Provide effective, and economical support to the Military Departments, other DoD Components, Federal Civil Agencies, Foreign Governments and others as authorized or assigned as follows:

(1) Materiel commodities and items of supply (hereafter referenced as "items"), which are determined, through application or approved DoD criteria, to be susceptible of integrated management by a single agency for all of the Military Services or as otherwise assigned by the Secretary of Defense.

(2) Logistic services directly associated with the supply management function and other support services as directed by the Secretary of Defense.

b. Administer the operation of DoD programs as assigned.

2. DSA operations are conducted within the United States, excluding Alaska and Hawaii, except as specifically extended by the Secretary of Defense.

C. *Responsibilities.* The Defense Supply Agency, under the direction and operational control of the Director, is responsible for performance of the following major functions:

1. Material management encompassing item management classification, requirements and supply control, procurement, quality and reliability assurance, industrial mobilization planning, storage, inventory and distribution, transportation, maintenance and manufacture, provisioning, technical logistics data and information, value engineering, and standardization.

2. Contract administration services encompassing administration of the Department of Defense Security Program, contract administration, production, quality assurance, engineering liaison and provision of management data.

3. Technical (RDT&E) report services. Receives, stores, announces, retrieves, and provides secondary distribution of scientific and technical documents. Receives, stores, retrieves and disseminates information on current research and exploratory development work.

4. Coordinated procurement. Administers the Department of Defense Coordinated Procurement Program.

5. Cataloging. Administers the Federal Catalog System.

6. Excess and surplus disposal (personal property). Administers the DoD Excess, Surplus, and Foreign Excess Personal Property Disposal Program. Administers a consolidated holding activity program within CONUS.

7. Utilization (personal property and retail interservice support). Administers the Defense Materiel Utilization Program in CONUS and external thereto as specified. Administers the Retail Interservice Logistic Support Program in coordination with Military Services and other DoD Components, as prescribed.

8. Item entry control. Administers the DoD Item Entry Control Program.

9. Industrial plant equipment. Administers the DoD Industrial Plant Equipment Program to insure the reutilization of available assets, maintains and controls a reserve of IPE to meet peacetime and mobilization needs; rebuilds items in the reserve as necessary.

10. Automatic data processing equipment reutilization screening. Administers the DoD-wide program for redistribution/reutilization of excess Government-owned and rented automatic data processing equipment (ADPE).

11. Warehousing gross performance measurement. Administers the DoD-wide Warehousing Gross Performance Measurement System.

12. DoD/General Services Administration supply relationships. Monitors supply support arrangements between DoD Components and GSA concerning procurement, storage and distribution of materiel within the United States or overseas. Recommends to the Assistant Secretary of Defense (I&L) proposals for materiel support of Federal Supply Agencies for DSA assigned materiel. Maintains and implements criteria for assignment of supply management responsibility between DSA and GSA in Federal Supply Groups, classes, and items designated for integrated management within DoD; recommends changes in criteria to the ASD (I&L) as required.

13. Systems analysis and design. Conducts analyses, as directed by the Secretary of Defense, of the operations of the supply and service systems of the Military Services in order to recommend improvements in integrated management techniques. Performs analysis, design, maintenance, and surveillance of standard DoD data systems as may be directed by the Secretary of Defense.

14. Centralized referral system for displaced DoD employees. Serves as the operating agency for the Nation-wide Centralized Referral System for Displaced Employees. Coordinates the DoD referral and placement responsibilities

within Zone 3 (Chicago and St. Louis Civil Service Regions).

15. Automation of the career program for civilian procurement personnel. Administers the automated phases of the DoD Civilian Procurement Career Development Program.

16. Defense automatic addressing system. Administers operation of the Defense Automatic Addressing System for logistics management data.

17. Civil defense materiel support. Administers assigned logistics operations contingent to the National Civil Defense Program within the policies and programs established by the Director of Civil Defense, Office of the Secretary of the Army.

D. *Organization pattern.* The Defense Supply Agency consists of:

1. A Director, a Deputy Director, a headquarters establishment and such subordinate units, facilities, and activities as specifically assigned or attached to the Agency by the Secretary of Defense.

2. Such subordinate units as may be established by the Director, DSA, for the accomplishment of DSA's mission. The chain of command runs from the Secretary of Defense to the Director, DSA.

E. *Information service.* Requests for information on the organization or activities of DSA may be addressed, in writing or by telephone to the Director, DSA, Attention: Special Assistant for Public Affairs (DSAH-B), located at the Headquarters Defense Supply Agency, Cameron Station, Alexandria, Va., 22314.

II. THE AGENCY ORGANIZATION

A. *Organization of Headquarters Defense Supply Agency.* The principal organizational elements and their assigned functions are:

1. The Director, under the direction, authority, and control of the Secretary of Defense, directs and controls the Defense Supply Agency in the accomplishment of the assigned mission.

2. The Deputy Director, as second in command in DSA, acts for the Director in execution of the Director's responsibilities for the accomplishment of the Defense Supply Agency mission.

3. The Counsel, as the principal Legal Officer of DSA, provides the Director with legal advice and services; exercises technical control over all legal services and legal personnel in DSA.

4. The Inspector General, as the personal representative of the Director, DSA, provides the Director with independent appraisals based upon on-site observations of the effectiveness, efficiency, economy, morale, and discipline of DSA activities. Conducts liaison with the GAO, FBI, Inspectors General of the Military Services and other Federal agencies.

5. The Special Assistant for Public Affairs advises the Director on Public Affairs aspects of the DSA mission; supervises the preparation and release of information of general interest to the public, industry, and the Military Services. Acts as the focal point for media contacts with DSA Headquarters and

collocated field elements; and conducts the DSA Internal Information Program. Coordinates the national public affairs activities of DSA field activities and maintains liaison with the OASD (Public Affairs), OSD (Legislative Affairs), the offices of the information chiefs of the Military Services and the Public Affairs Officers of other Government agencies.

6. The Assistant Director, Plans, Programs and Systems acts as principal staff advisor and assistant to the Director with respect to: Development and application of policy, plans, programs and systems affecting multiple DSA functions and activities; coordination and monitoring of overall DSA plans, policies and programs; direction of review and analysis of progress against approved program objectives; congressional affairs; cost reduction; and organization, mission control, and management. Acts for the Director, and exercises staff supervision over all DSA staff elements and field activities within the purview of these responsibilities.

7. The Comptroller acts as the principal financial management and manpower control staff advisor and assistant to the Director with respect to: Development and implementation of policy, programs and systems relating to budgeting; finance and accounting; auditing; manpower requirements and utilization; evaluation; management data reporting; preparation of DSA budget estimates and presentation before higher review levels and the Congress; administration of the DSA appropriated and stock funds, and the DSA Management Information System. Provides staff supervision over all HQ DSA staff elements and field activities within the purview of these responsibilities.

8. The Staff Director, Installations and Services serves as the principal staff advisor and assistant to the Director for communication services, transportation and traffic management and facilities management. Exercises staff supervision and technical control over communications and real property management, acquisition, utilization, and excessing functions. Exercises staff supervision over traffic and transportation management functions except for DCASRs.

9. The Staff Director, Administration serves as the principal staff officer to the Director, for the provision of administrative, intelligence, security, foreign liaison, and protective services support to DSA. Maintains liaison with the Joint Committee on Printing, U.S. Congress. Authenticates administrative orders, publications, directives and communications.

10. The Staff Director, Military Personnel acts as the principal staff advisor and assistant to the Director in the management, direction and development of objectives relating to military staffing and assignment; military decorations and awards; DSA mobilization designees; nonappropriated funds; service school liaison and training.

11. The Staff Director, Civilian Personnel acts as the principal staff advisor

and assistant to the Director for civilian personnel management.

12. The Deputy Director for Contract Administration Services, under the Director, DSA, provides responsive contract administration services in support of the Department of Defense, NASA, and other Government agencies; conducts analyses and studies directed toward improved contract administration and management of contract administration services organizations; represents the Defense Supply Agency on all matters pertaining to Defense Contract Administration Services.

13. The Executive Director, Supply Operations acts as the principal staff advisor and assistant to the Director in the development and application of DSA materiel and depot management objectives, plans, policies, programs, procedures and systems as related to: Requirements, provisioning, inventory management, distribution, materiel programs, item management coding and classification, storage, maintenance engineering, manufacturing, and gross warehouse performance measurement. Provides staff supervision over all DSA field operating activities within the scope of the above assigned responsibilities. Maintains and operates the Emergency Supply Operations Center as the focal point within DSA for operational supply matters.

14. The Executive Director, Procurement and Production acts as the staff advisor and assistant to the Director for the priorities and allocations, industrial mobilization and quality assurance functions and in the development and application of policy, plans, programs, and systems relating to DSA Procurement and Production functions as they relate to: The acquisition of supplies and services; industrial mobilization planning, production management and scheduling; inspection; quality control and reliability support; Armed Services Procurement Regulations, procurement reporting system; industrial labor relations; implementation of programs on Small Business; Equal Employment Opportunity, and economic utilization in labor surplus areas; industry liaison; and implementation of the DoD Coordinated Procurement Program. Provides staff supervision over all DSA field procuring activities within the scope of these responsibilities.

15. The Executive Director, Technical and Logistics Services acts as the principal staff advisor and assistant to the Director in the development and application of policy, plans, programs and systems relating to DSA Logistic Services functions as they relate to: Cataloging; technical data; standardization, item entry control; value engineering and engineering support; materiel utilization and interservice logistics support; surplus property disposal; and provides necessary research and development liaison for the DSA. Provides staff supervision over all DSA field functions within the scope of these responsibilities.

B. Organization of Defense Supply Agency field activities. The DSA field organization consists of six supply centers, four Defense depots, four service centers, eleven contract administration services regions, and their subordinate activities. There are also a number of Hq field extension offices which are controlled by HQ DSA staff elements.

1. Supply Centers. a. The Supply Centers are the:

Defense Personnel Support Center (DFSC)
Defense Construction Supply Center (DCSC)
Defense General Supply Center (DGSC)
Defense Electronics Supply Center (DESC)
Defense Industrial Supply Center (DISC)
Defense Fuel Supply Center (DFSC)

b. Except for the DFSC, the supply centers are responsible for integrated materiel management of assigned supply classes relating to food, clothing, textiles, medical, chemical, petroleum, industrial, construction, electronics and general items of supply. The DFSC, DCSC, DGSC, and DESC also perform depot operations functions for assigned commodities.

c. The DFSC is responsible for the procurement of fuel, petroleum products and commercial petroleum services. It also performs functions required for bulk petroleum distribution, tanker transportation and interservice supply support.

2. The Defense Depots are the Defense Depot Mechanicsburg (DDMP), Defense Depot Memphis (DDMT), Defense Depot Ogden (DDOU), and Defense Depot Tracy (DDTC), and are responsible for depot operations functions for assigned commodities.

3. The four Service Centers furnish varied support services as follows:

a. The Defense Logistics Services Center (DLSC) provides support to the Military Departments, other DoD Components and Federal Civil Agencies and, as required, industry, NATO, and other friendly foreign governments in the operational execution of the following areas: Cataloging, materiel utilization, surplus property disposal, item intelligence data development and dissemination.

b. The Defense Industrial Plant Equipment Center (DIPEC) is responsible for the operational execution of assigned aspects of the DoD Industrial Plant Equipment Program and the DSA Industrial Equipment Program of active equipment, provides centralized management of idle equipment, and supervises the disposal of excess industrial plant equipment.

c. The Defense Documentation Center (DDC) is the central facility for scientific and technical documentation of the Department of Defense to acquire, store, announce, retrieve, and provide secondary distribution of all types of formally recorded research, development, test and evaluation results from the Army, Navy, Air Force and all other DoD components.

d. The DSA Administrative Support Center (DSASC) provides administra-

tive support and common service functions to DSA activities within the Washington, D.C., metropolitan area.

4. The 11 Defense Contract Administration Services Regions (DCASRs) provide contract administration services to the Military Departments, other DoD components, NASA, other Federal Civil Agencies, and foreign governments, within the United States and such external areas as specifically authorized.

III. LOCATION OF PRINCIPAL OFFICES

- A. Headquarters Defense Supply Agency, Cameron Station, Alexandria, Va., 22314.
B. Defense Personnel Support Center, 2800 South 20th Street, Philadelphia, Pa., 19101.
C. Defense Construction Supply Center, Columbus, Ohio, 43215.
D. Defense General Supply Center, Richmond, Va., 23219.
E. Defense Electronics Supply Center, 1507 Wilmington Pike, Dayton, Ohio, 45401.
F. Defense Industrial Supply Center, 700 Robbins Avenue, Philadelphia, Pa., 19111.
G. Defense Fuel Supply Center, Cameron Station, Alexandria, Va., 22314.
H. Defense Depot Mechanicsburg, Mechanicsburg, Pa., 17055.
I. Defense Depot Memphis, Memphis, Tenn., 38115.
J. Defense Depot Ogden, Ogden, Utah, 84401.
K. Defense Depot Tracy, Tracy, Calif., 95376.
L. Defense Logistics Services Center, 50 North Washington Street, Battle Creek, Mich., 49016.
M. Defense Industrial Plant Equipment Center, Memphis Army Depot, Memphis, Tenn., 38102.
N. Defense Documentation Center, Cameron Station, Alexandria, Va., 22314.
O. Defense Supply Agency Administrative Support Center, Cameron Station, Alexandria, Va., 22314.
P. Defense Contract Administration Services Region, Atlanta, 3100 Maple Drive NE., Atlanta, Ga., 30305.
Q. Defense Contract Administration Services Region, Boston, 666 Summer Street, Boston, Mass., 02210.
R. Defense Contract Administration Services Region, Chicago, O'Hare International Airport, Post Office Box 8758, Chicago, Ill., 60666.
S. Defense Contract Administration Services Region, Cleveland, 1367 East Sixth Street, Cleveland, Ohio, 41114.
T. Defense Contract Administration Services Region, Dallas, 500 South Ervay Street, Dallas, Tex., 75201.
U. Defense Contract Administration Services Region, Detroit, 1580 East Grand Boulevard, Detroit, Mich., 48211.
V. Defense Contract Administration Services Region, Los Angeles, 11099 South La Cienega Street, Los Angeles, Calif., 90045.
W. Defense Contract Administration Services Region, New York, 770 Broadway, New York, N.Y., 10003.
X. Defense Contract Administration Services Region, Philadelphia, 2800 South 20th Street, Philadelphia, Pa., 19101.
Y. Defense Contract Administration Services Region, San Francisco, 866 Malcolm Road, Burlingame, Calif., 94010.
Z. Defense Contract Administration Services Region, Saint Louis, 4300 Goodfellow Boulevard, St. Louis, Mo., 63120.

WILLIAM PAULE,
Colonel, U.S. Air Force,
Staff Director, Administration.

[F.R. Doc. 66-356; Filed, Jan. 11, 1966;
8:50 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

GEIGY INDUSTRIAL CHEMICALS, DIVISION OF GEIGY CHEMICAL CORP.

Notice of Withdrawal of Petition for Food Additive Disodium Ethylenediaminetetraacetate

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b), 72 Stat. 1786; 21 U.S.C. 348(b)), the following notice is issued:

In accordance with § 121.52. *Withdrawal of petitions without prejudice* of the procedural food additive regulations (21 CFR 121.52), Geigy Industrial Chemicals, division of Geigy Chemical Corp., Post Office Box 430, Yonkers, N.Y., 10702, has withdrawn its petition (FAP 5C1623), published in the FEDERAL REGISTER of March 19, 1965 (30 F.R. 3670), proposing the issuance of a regulation to provide for the safe use of disodium ethylenediaminetetraacetate as a stabilizer of color in canned dogfood containing a distinct whole egg component.

The withdrawal of this petition is without prejudice to a future filing.

Dated: December 30, 1965.

WINTON B. RANKIN,
Assistant Commissioner of
Food and Drugs.

[F.R. Doc. 66-348; Filed, Jan. 11, 1966; 8:49 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 27-3]

CALIFORNIA SALVAGE CO.

Notice of Amendment of Byproduct, Source and Special Nuclear Material License

Please take notice that the Atomic Energy Commission has issued Amendment No. 5 to License No. 4-5479-1 held by California Salvage Co., San Pedro, Calif. This license amendment provides for the following:

1. Renewal of the license for a period of 2 years.

2. Deletion of Richard N. Donelson, Alden N. Tschaeché, and Gordon Locher, and the addition of John H. Hutchison, Murray H. Hutchison, Horst Nissen, and Douglas R. Blum as the individuals who will carry out activities authorized in the license.

The license provides for the receipt, possession, and transportation of sealed packages containing waste byproduct, source, and special nuclear material in any State of the United States, except in Agreement States, as defined in § 150.3

(b), 10 CFR Part 150, and for the disposal of such waste material by burial at sea.

The individuals specified above who will carry out operations under the license have completed a short formal training program in the use of radioactive material and radiation safety. The State of California has granted a license to California Salvage Co. which authorizes these individuals to carry out activities in the State of California similar to those authorized in AEC License No. 4-5479-1.

The license amendment provides only for the continuation of activities previously authorized. The Commission has determined that prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazard considerations different from those previously evaluated.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, any persons whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing by any party and petitions to intervene shall be filed in accordance with the Commission's regulations (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.

The text of this amendment is set forth below.

Dated at Bethesda, Md., January 6, 1966.

For the Atomic Energy Commission.

J. A. McBRIDE,
Director,
Division of Materials Licensing.

[License No. 4-5479-1, Amdt. 5]

The Atomic Energy Commission having found that:

A. The licensee's equipment and procedures are adequate to protect health and minimize danger to life or property.

B. The licensee is qualified by training and experience to use the material for the pur-

Grade	1	2	3	4	5	6	7	8	9	10
GS-3.....	\$4,560	\$4,700	\$4,840	\$4,980	\$5,120	\$5,260	\$5,400	\$5,540	\$5,680	\$5,820
GS-4.....	5,109	5,265	5,421	5,577	5,733	5,889	6,045	6,201	6,357	6,513
GS-7.....	6,890	7,097	7,304	7,511	7,718	7,925	8,132	8,339	8,546	8,753

2. Geographic coverage is Juneau Election District, Alaska.

3. The effective date will be the first day of the second pay period beginning on or after January 12, 1966.

4. All new employees in the specified occupational levels will be hired at the new minimum rates.

5. As of the effective date, all agencies will process a pay adjustment to increase the pay of employees on the rolls in the affected occupational levels. An employee who immediately prior to the

pose requested in accordance with the regulations in Title 10, Code of Federal Regulations, and in such manner as to protect health and minimize danger to life or property.

C. The application dated October 27, 1965, complies with the requirements of the Atomic Energy Act of 1954, as amended, and is for a purpose authorized by that act.

D. Issuance of the amendment will not be inimical to the common defense and security or to the health and safety of the public.

Byproduct, Source and Special Nuclear Material License No. 4-5479-1 is amended as follows:

Condition 2. is amended to read:

2. Activities authorized in this license shall be performed by, or under the supervision and in the physical presence of, John H. Hutchison, Murray H. Hutchison, Horst Nissen, or Douglas R. Blum.

This license shall expire two (2) years from the last day of the month in which this amendment is issued.

Date of issuance: January 6, 1966.

For the Atomic Energy Commission.

J. A. McBRIDE,
Director,
Division of Materials Licensing.

[F.R. Doc. 66-307; Filed, Jan. 11, 1966; 8:45 a.m.]

CIVIL SERVICE COMMISSION

CERTAIN CARD PUNCH OPERATION AND ELECTRIC ACCOUNTING MACHINE POSITIONS

Notice of Adjustment of Minimum Rates and Rate Ranges

1. Under authority of section 504 of the Federal Salary Reform Act of 1962, as amended, and Executive Order 11073, The Civil Service Commission has increased the minimum salary rates and rate ranges for positions in Card Punch Operation Series, GS-356, grade 3, only, Electric Accounting Machine Operating Series, GS-359, grades 3 and 4, and Electric Accounting Machine Project Planning Series, GS-362, grade 7, only. The revised rate ranges are as follows:

Grade	1	2	3	4	5	6	7	8	9	10
GS-3.....	\$4,560	\$4,700	\$4,840	\$4,980	\$5,120	\$5,260	\$5,400	\$5,540	\$5,680	\$5,820
GS-4.....	5,109	5,265	5,421	5,577	5,733	5,889	6,045	6,201	6,357	6,513
GS-7.....	6,890	7,097	7,304	7,511	7,718	7,925	8,132	8,339	8,546	8,753

effective date was receiving basic compensation at one of the rates of the statutory rate range shall receive compensation at the corresponding numbered rate authorized by this notice on and after such date.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to
the Commissioners.

[F.R. Doc. 66-347; Filed, Jan. 11, 1966; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[FCC 66-10]

ADVISORY COMMITTEE FOR LAND MOBILE RADIO SERVICES

Formation of New Technical Commit- tee Working Group; Determination of Technical Standards for Reduced Channel Spacing

JANUARY 6, 1966.

The Technical Standing Committee of the ACLMRS, at its November 1965 meeting, unanimously passed a motion endorsing "the idea of an ad hoc committee charged with investigating and recommending technical standards that would best contribute to the usage of the 450 Mc/s band through reduction of channel spacing and thereby creating more channels. Investigation should include theoretical work, laboratory and field testing. Representation from manufacturers, users and FCC should be included." This action resulted from a request by the EIA Land Mobile Section and their indicated belief that some reduction in the 450 Mc/s channels (450 to 470 Mc/s) is technically feasible at this time. The Land Mobile Section indicated wide disagreement, however, as to the extent to which such channel width reduction is feasible or beneficial and general agreement that there is not enough information presently available to make a specific determination. This suggestion of the Technical Standing Committee was unanimously endorsed by the Executive Committee of the ACLMRS on November 29, 1965.

A proposal looking toward "splitting" the channels in the 450-470 Mc/s band was made some time ago in Docket 13847. Voluminous comments were filed and Commission staff is now under instruction to prepare a decision in the matter for Commission consideration at the earliest possible date. The pertinence of the contemplated Committee assignment to a decision in Docket 13847 is obvious, and the updated technical information expected to be developed will be highly desirable. However, if it is to be useful, it must be made available as quickly as possible since this proceeding has already been underway for some time.

The formation of an ad hoc group separate from the ACLMRS would require the institution of certain procedural safeguards against antitrust violations which are already incorporated in the procedures of the ACLMRS. Considering this and the direct relationship of the subject matter to work of the ACLMRS, it seems desirable to incorporate the new group within the framework of the ACLMRS rather than to set it up as a separate entity. It would seem that the substantive assignment can be carried out equally well under either procedure and, accordingly, the Commission favors establishment of the group within the ACLMRS.

Accordingly, pursuant to the action of the ACLMRS, the Commission announces the establishment of a new working group in the Technical Standing Committee to be designated as Working Group 8, under the chairmanship of Mr. Willmar K. Roberts of the FCC's Laurel Laboratory. Other members of the working group are:

John Mitchell, Director of Communications Products, Motorola.
George Olive, Manager, Systems Engineering, RCA.

K. K. Bay, Senior Engineer, General Electric.
Kenneth J. Rhead, Communications Project Engineer, United Air Lines.

F. Stanley Bird, Staff Electronics Engineer, California Oil Co.

Harry Nylund, Supervisor, Mobile Systems Group, Bell Telephone Laboratories.

Ed Shortridge, Senior Development Engineer, Communications Co., Inc.

The principal functions of the group will be to review the favorable and unfavorable factors bearing on a substantial channel width reduction in the mobile services at 450-470 Mc/s—with particular attention to the proposal, and comments bearing thereon, in Docket 13847—and to make the laboratory and field tests necessary to proper consideration of a "two for one" split, as well as alternative less stringent channel width reductions.

Members will be advised of the time and place for the first meeting at an early date.

Adopted: January 5, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-372; Filed, Jan. 11, 1966;
8:51 a.m.]

[FCC 66-13]

STANDARD BROADCAST APPLI- CATIONS READY AND AVAILABLE FOR PROCESSING

JANUARY 6, 1966.

Notice is hereby given, pursuant to § 1.571(c) of the Commission Rules, that on February 16, 1966, the standard broadcast applications listed in the attached appendix will be considered as ready and available for processing. Pursuant to §§ 1.227(b)(1) and 1.591(b) of the Commission's rules, an application, in order to be considered with any application appearing on the attached list or with any other application on file by the close of business on February 15, 1966, which involves a conflict necessitating a hearing with an application on this list, must be substantially complete and tendered for filing at the offices of the Commission in Washington, D.C., by which ever date is earlier: (a) The close of business on February 15, 1966, or (b) the earlier effective cut-off date which a listed application or any other conflicting application may have by virtue of conflicts necessitating a hearing with applications appearing on previous lists.

¹ Commissioners Lee and Wadsworth absent.

The attention of any party in interest desiring to file pleadings concerning any pending standard broadcast application pursuant to section 309(d)(1) of the Communications Act of 1934, as amended, is directed to § 1.580(d) of the Commission's rules for provisions governing the time of filing and other requirements relating to such pleadings.

Adopted: January 5, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

APPENDIX

BP-13346 KYSM, Mankato, Minn. F. B. Clements & Co., a copartnership composed of F. Braden Clements, Clara D. Clements, Durant F. Clements, Charles R. Butler, individually and as trustee, James F. Madden, Charles C. Butler, and Clare M. Genz, doing business as Southern Minnesota Supply Co. Has: 1230kc, 250w, 1kw-LS, U, Class IV; Req: 1190kc, 500w, 5kw-LS, DA(CH), DA-N, U, Class II-B.

BP-13823 NEW, Grandview, Mo. John P. Himes, Geoffrey B. Knutson, and Tom E. Beal, doing business as H-B-K Enterprise. Req: 1190kc, 250w, DA-1, U, Class II-B.

BP-14367 KLIF, Dallas, Tex. The Mc-Lendon Corp. Has: 1190kc, 1kw, 50kw-LS, DA-2, U, Class II-B; Req: 1190kc, 5kw, 50kw-LS, DA-2, U, Class II-B.

BP-14486 NEW, Kansas City, Mo. Broadcasting, Inc. Req: 1190kc, 1kw, DA-1, U, Class II-B.

Application deleted from Public Notice of August 2, 1960 (Mimeo No. 91149 (25 F.R. 7410)).

BP-13346 KYSM, Mankato, Minn. Southern Minnesota Supply Co. Has: 1230kc, 250w, U; Req: 1190kc, 500w, 5kw-LS, DA-2, U.

[F.R. Doc. 66-373; Filed, Jan. 11, 1966;
8:51 a.m.]

[Docket No. 14650; FCC 66M-8]

DOMESTIC TELEGRAPH SERVICE

Order Continuing Further Hearing

The Examiner having under consideration the Order herein issued December 16, 1965 (FCC 65M-1615; Mimeo. No. 77759) and;

It appearing necessary and desirable to reschedule the commencement of the hearing session on January 13, 1966, because of a conflict with other commitments of the Telephone and Telegraph Committees;

It is ordered, This 4th day of January 1966, that the further hearings herein shall be held at the Commission's offices in Washington, D.C., commencing on January 13, 1966, at 2 p.m., instead of 10 a.m.

Released: January 4, 1966.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 66-300; Filed, Jan. 11, 1966;
8:45 a.m.]

¹ Commissioners Lee and Wadsworth absent.

[Docket No. 16258; FCC 66M-24]

AMERICAN TELEPHONE AND TELEGRAPH CO.**Order Scheduling Prehearing Conference**

In the matter of American Telephone and Telegraph Co. and the Associated Bell System Cos., Docket No. 16258; charges for interstate and foreign communication service.

It is ordered, That, pursuant to § 1.251 of the Commission's rules (47 CFR 1.251), a prehearing conference is hereby convened to be held at the Commission's offices in Washington, D.C., on January 24, 1966, at 10 a.m.

Adopted: January 5, 1966.

Released: January 6, 1966.

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

[F.R. Doc. 66-299; Filed, Jan. 11, 1966; 8:45 a.m.]

[Docket No. 16366; FCC 66M-11]

ITT WORLD COMMUNICATIONS, INC.**Order Continuing Prehearing Conference**

In the matter of ITT World Communications, Inc., Docket No. 16366; proposed revisions to its Tariff FCC No. 7 establishing rates and regulations for TIMETRAN service.

The Hearing Examiner having under consideration a "Motion to Reschedule Prehearing Conference" filed January 3, 1966, by Western Union International, Inc. (WUI) in the above-entitled matter, and

It appearing, that all parties have consented to the granting of the motion and that granting of the motion will be a convenience to all parties concerned and will not delay the conclusion of the proceeding,

It is ordered, This 4th day of January 1966, that the aforesaid motion is granted and that, accordingly, the prehearing conference now scheduled for January 11, 1966 is rescheduled to commence at 9:30 a.m., January 14, 1966, in the Commission's offices in Washington, D.C.

Released: January 4, 1966.

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

[F.R. Doc. 66-301; Filed, Jan. 11, 1966; 8:45 a.m.]

[Docket No. 16318; FCC 66M-22]

NEW SOUTH BROADCASTING CORP.**Order Following Prehearing Conference**

In re application of New South Broadcasting Corp., Meridian, Miss., Docket No. 16318, File No. BPH-4818; for construction permit.

Pursuant to agreements reached on certain procedural matters at the prehearing conference held this date in the above-captioned proceeding; *It is ordered*, This 5th day of January 1966, as follows:

(1) The applicant will exchange its proposed written exhibits in affidavit form by February 4, 1966;

(2) Notification as to applicant's witnesses required to be present at the hearing for cross-examination and any request for further information desired will be given to counsel for the applicant by the Bureau by February 14, 1966.

(3) Exchange of any additional exhibits prepared by applicant pursuant to Bureau request for additional information will be made by February 21, 1966; and

(4) The evidentiary hearing heretofore scheduled to commence on January 19, 1966, is postponed to February 24, 1966, at 10 a.m., in the offices of the Commission in Washington, D.C.

Released: January 5, 1966.

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

[F.R. Doc. 66-302; Filed, Jan. 11, 1966; 8:45 a.m.]

[Docket Nos. 16253, 16254; FCC 66M-25]

KEITH L. REISING AND KENTUCKY CENTRAL BROADCASTING, INC.**Order Continuing Prehearing Conference**

In re applications of Keith L. Reising, Louisville, Ky., Docket No. 16253, File No. BPH-4207; Kentucky Central Broadcasting, Inc., Louisville, Ky., Docket No. 16254, File No. BPH-4345; for construction permits.

The Hearing Examiner having under consideration the necessity of changing the date for commencement of hearing; It appearing, that a third application is eligible for designation in this consolidated proceeding and for this reason the currently scheduled date of January 7 is unrealistic;

It is ordered, This 4th day of January 1966, that the further prehearing conference scheduled for January 7 is continued to January 28, 1966, at 10 a.m.

Released: January 6, 1966.

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

[F.R. Doc. 66-303; Filed, Jan. 11, 1966; 8:45 a.m.]

[Docket Nos. 16381, 16382; FCC 66M-21]

J. C. STALLINGS AND TEXAN BROADCASTING CO., INC.**Order Scheduling Hearing**

In re applications of J. C. Stallings, Nacogdoches, Tex., Docket No. 16381, File No. BPH-4709; Texan Broadcasting

Co., Inc., Nacogdoches, Tex., Docket No. 16382, File No. BPH-4730; for construction permits.

It is ordered, This 5th day of January 1966, that Sol Schildhouse shall serve as Presiding Officer in the above-entitled proceeding; that the hearings therein shall be convened on February 17, 1966, at 10 a.m.; and that a prehearing conference shall be held on January 26, 1966, commencing at 9 a.m.: *And, it is further ordered*, That all proceedings shall be held in the Offices of the Commission, Washington, D.C.

Released: January 5, 1966.

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

[F.R. Doc. 66-304; Filed, Jan. 11, 1966; 8:45 a.m.]

[Docket Nos. 16290, 16291; FCC 66M-7]

WMGS, INC. (WMGS) AND OHIO RADIO, INC.**Order Continuing Hearing**

In re applications of WMGS, Inc. (WMGS), Bowling Green, Ohio, Docket No. 16290, File No. BR-3097; for renewal of license; Ohio Radio, Inc., Bowling Green, Ohio, Docket No. 16291, File No. BP-16423; for construction permit.

It is ordered, This 4th day of January 1966, because of the illness of the presiding Hearing Examiner, that the prehearing conference in the above-entitled proceeding, which was scheduled for January 5, 1966, is hereby continued to January 14, 1966, and will be held in the Offices of the Commission, Washington, D.C., commencing at 9 a.m.: *And, it is further ordered*, That the hearing now scheduled for January 10, 1966, is hereby continued without date.

Released: January 4, 1966.

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

[F.R. Doc. 66-305; Filed, Jan. 11, 1966; 8:45 a.m.]

[Docket Nos. 16031, 16032; FCC 66M-53]

CAPITAL BROADCASTING CORP. AND CAPITAL NEWS, INC.**Order Continuing Hearing**

In re applications of Capital Broadcasting Corp., Frankfort, Ky., Docket No. 16031, File No. BPH-4195; Capital News, Inc., Frankfort, Ky., Docket No. 16032, File No. BPH-4249; for construction permits.

To permit compliance with the Review Board's Memorandum Opinion and Order, released December 21, 1965 (FCC 65R-443), on applicants' "joint request for approval of agreement, dismissal of application of Capital News, Inc. and grant of application of Capital Broadcasting Corp.": *It is ordered*, This 6th day of January 1966, on the Hearing

Examiner's own motion, that the hearing is further rescheduled from January 17 to March 21, 1966.

Released: January 7, 1966.

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

[F.R. Doc. 66-374; Filed, Jan. 11, 1966;
8:51 a.m.]

[Docket Nos. 16060, 16061; FCC 66M-49]

**CLAY COUNTY BROADCASTING CO.
AND WILDERNESS ROAD BROAD-
CASTING CO.**

**Order Following Prehearing
Conference**

In re applications of John E. White, Calvin C. Smith, Jack C. Hall, and Cloyd Smith, doing business as Clay County Broadcasting Co., Manchester, Ky., Docket No. 16060, File No. BPH-4596; The Wilderness Road Broadcasting Co., Manchester, Ky., Docket No. 16061, File No. BPH-4655; for construction permits.

Pursuant to agreement reached at a prehearing conference held on January 4, 1966: *It is ordered*, This 5th day of January 1966, that hearing will convene at 10 a.m. March 7, 1966.

Released: January 7, 1966.

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

[F.R. Doc. 66-375; Filed, Jan. 11, 1966;
8:51 a.m.]

[Docket Nos. 16340, 16341; FCC 66M-44]

**EDGEFIELD-SALUDA RADIO CO.
(WJES) AND WQIZ, INC. (WQIZ)**

Order After Prehearing Conference

In re applications of Franklin D. R. McClure, Jessie Claude Casey, James H. Satcher and Van E. Edwards, Jr., doing business as The Edgefield-Saluda Radio Co. (WJES), Johnston, S.C., Docket No. 16340, File No. BP-16489; WQIZ, INC. (WQIZ), Saint George, S.C., Docket No. 16341, File No. BP-16625; for construction permits.

The Hearing Examiner having under consideration the proceedings during prehearing conference in the above-entitled proceeding held today;

It is ordered, This 6th day of January 1966, that exhibits in chief will be prepared and exchanged by the parties, in triplicate, by not later than January 26; that corrective or supplemental exhibits, if any, will be similarly prepared and exchanged by February 15; that exhibits in rebuttal, if any, are to be exchanged similarly by March 1, by which date counsel will also notify one another, informally, of the names of witnesses desired for cross-examination; that one copy of each exhibit is to be provided to the Hearing Examiner on the exchange dates; and that the hearing is postponed and will be convened at 10 a.m., Tuesday,

March 8, 1966, at the Commission's offices, Washington, D.C.; and

It is ordered further, That all other rulings and understandings, agreements and directives, as approved by the Hearing Examiner during the prehearing conference, are hereby incorporated by reference to the transcript of today's proceedings with the same force and effect as if they were set forth verbatim herein.

Released: January 6, 1966.

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

[F.R. Doc. 66-376; Filed, Jan. 11, 1966;
8:52 a.m.]

[Docket Nos. 14082, 14088; FCC 66M-50]

**MONROEVILLE BROADCASTING CO.
AND MINERS BROADCASTING
SERVICE, INC. (WMBA)**

**Order Scheduling Prehearing
Conference**

In re applications of Monroeville Broadcasting Co., Monroeville, Pa., Docket No. 14082, File No. BP-13840; Miners Broadcasting Service, Inc. (WMBA), Ambridge-Aliquippa, Pa., Docket No. 14088, File No. BP-13855; for construction permits.

As a consequence of the Commission's Memorandum Opinion and Order in the above-entitled matter (FCC 65-1155; 76955) released December 27, 1965:

It is ordered, This 6th day of January 1966, that: (1) The hearing record is reopened; and (2) A prehearing conference is scheduled to commence at 10:30 a.m., January 14, 1966, in the Commission's Offices in Washington, D.C.

Released: January 7, 1966.

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

[F.R. Doc. 66-377; Filed, Jan. 11, 1966;
8:52 a.m.]

[Docket No. 14909; FCC 66M-52]

**SOUTHERN RADIO AND TELEVISION
CO.**

Order Continuing Hearing

In re application of Southern Radio and Television Co., Lehigh Acres, Fla., Docket No. 14909, File No. BP-14297; for construction permit.

On the unopposed oral request of counsel for applicant, because of his absence from Washington: *It is ordered*, This 6th day of January 1966, that the hearing is further rescheduled from January 10 to January 24, 1966.

Released: January 7, 1966.

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

[F.R. Doc. 66-378; Filed, Jan. 11, 1966;
8:52 a.m.]

[Docket No. 14760; FCC 66M-51]

**TRIPLE C BROADCASTING CORP.
(WLOR)**

Order Continuing Hearing

In re application of Triple C Broadcasting Corp. (WLOR), Thomasville, Ga., Docket No. 14760, File No. BP-14988; for construction permit.

Upon oral request made January 5, 1966, by counsel for Triple C Broadcasting Corp. (WLOR), said request being concurred in by all other parties,

It is ordered, This 6th day of January 1966, that the hearing in the above-entitled matter now scheduled for January 12, 1966, is hereby rescheduled to commence at 10 a.m., January 13, 1966, in the Commission's offices in Washington, D.C.

Released: January 7, 1966.

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

[F.R. Doc. 66-379; Filed, Jan. 11, 1966;
8:52 a.m.]

[Docket No. 16275; FCC 66M-32]

VIRGIN ISLANDS TELEPHONE CORP.

Order Regarding Procedural Dates

In re applications of Virgin Islands Telephone Corp., Docket No. 16275, File No. 5174-C2-P-64; for construction permit to establish new two-way land mobile communication services on St. Thomas, V.I.

The Hearing Examiner having under consideration a Motion for Extension of Procedural Dates, filed by Virgin Isles Communications on December 30, 1965; and

It appearing that the applicant and Virgin Isles Communications have reached agreement upon basic terms of settlement of differences, but because of delay in communication between counsel and their respective principals, the pleadings looking toward termination of this hearing are delayed and it appears desirable that procedural dates be extended; and

It further appearing that the other parties to the proceeding have no objection to grant of the motion and to its immediate consideration;

Accordingly, it is ordered, This 5th day of January 1966, that the motion is granted, and the following changes in procedural dates are effected:

Exchange of engineering exhibits—extended from January 3, 1966, to February 8, 1966.

Exchange of nonengineering exhibits—extended from January 11, 1966, to February 15, 1966.

Hearing—continued from January 19, 1966, to March 2, 1966.

Released: January 6, 1966.

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

[F.R. Doc. 66-380; Filed, Jan. 11, 1966;
8:52 a.m.]

FEDERAL MARITIME COMMISSION

GULF/MEDITERRANEAN PORTS CONFERENCE

Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. John T. Crook, Chairman, Gulf/Mediterranean Ports Conference, Suite 927, Whitney Building, New Orleans, La., 70130.

Agreement 134-27, between the member lines of the Gulf/Mediterranean Ports Conference, modifies the preamble to the approved agreement of that Conference (134, as amended) operating in the trade from U.S. Gulf and South Atlantic ports (from Brownsville, Tex., to and including all ports south of Cape Hatteras), to Spanish Mediterranean ports (from Huelva, East, including Balearic Islands); French Mediterranean Sea ports, Monaco and Corsica; North African ports in Morocco, Algeria, Tunisia, and Libya; Sicily, Sardinia, and West Coast of Italy; Egyptian (Mediterranean), Israeli, Syrian, Lebanese, Grecian, Turkish, Russian (Black Sea), Bulgarian, Roumanian, and all Adriatic Sea ports and Gulf of Taranto ports, to exclude from the jurisdiction of the Conference rates, conditions, etc., on parcel lots of sulphur, grain and phosphate rock, in bulk.

Dated: January 6, 1966.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-343; Filed, Jan. 11, 1966; 8:48 a.m.]

MATSON NAVIGATION CO. AND HILO TRANSPORTATION AND TERMINAL CO.

Notice of Agreement Filed for Approval

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

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

Notice of agreement filed for approval by:

Matson Navigation Co., 215 Market Street, San Francisco, Calif., 94105.

Agreement No. 9055-A-2, between Matson Navigation Co. (Matson) and Hilo Transportation and Terminal Co., Ltd. (Hilo), modifies the basic agreement between the parties which provides for a 25-year agreement granting Hilo the right to occupy and use terminal property at Hilo, Hawaii, for the purpose of loading sugar on vessels operated by or approved by Matson. Agreement No. 9055-A refers to a "second 1950 agreement" between Matson and Hilo covering gantry equipment. The purpose of the modification is to (1) extend the termination of the second 1950 agreement and (2) amend its rental terms.

Dated: January 7, 1966.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-344; Filed, Jan. 11, 1966; 8:48 a.m.]

[Docket No. 65-43; 2d Supp. Order]

RATES AND PRACTICES OF CARRIERS SERVING JACKSONVILLE/PUERTO RICO TRADE

Expansion of Investigation To Include Gulf-Puerto Rico Lines, Inc.

Whereas, By order served November 24, 1965, the Commission entered into an investigation concerning the lawfulness of certain reduced rates and other matters affecting the transportation of

household appliances from Jacksonville to ports in Puerto Rico and named Sea-Land Service, Inc.; TMT Traller Ferry, Inc. (C. Gordon Anderson, Trustee); and South Atlantic & Caribbean Line, Inc., as respondents in this proceeding;

Whereas, On December 21, 1965, Gulf-Puerto Rico Lines, Inc. filed 3d Revised Page 63 to its United States Atlantic & Gulf-Puerto Rico Outward Freight Tariff No. 1, FMC-F No. 1, which, upon becoming effective January 24, 1966, will reduce rates on household appliances moving from Gulf Coast ports to Puerto Rico;

Whereas, The Commission is of the opinion that the new reduced rates on household appliances filed by Gulf-Puerto Rico Lines, Inc. may have a direct bearing on the matters currently under investigation herein and therefore should be included in the investigation to determine whether they are unjust, unreasonable, or otherwise unlawful, under the Shipping Act, 1916, or the Intercoastal Shipping Act, 1933;

Now therefore it is ordered, That this proceeding be, and it is hereby expanded to include an investigation into and a hearing concerning the lawfulness of the proposed rate reductions on household appliances currently scheduled to become effective January 24, 1966, on 3d Revised Page 63 in the aforementioned tariff, with a view to making such findings and orders in the premises as the facts and circumstances shall warrant;

It is further ordered, That Gulf-Puerto Rico Lines, Inc., be and it is hereby made respondent in this proceeding and that all subsequent revisions of the rates or other matter affecting the transportation of household appliances, filed by the said respondent shall be, and they are hereby placed under investigation in this proceeding;

It is further ordered, That the Commission's action in placing the proposed rate reductions under investigation at this time will not prejudice the right of the Commission to suspend said rates, either upon protest thereto or upon its own motion, prior to January 24, 1966;

It is further ordered, That (I) a copy of this order shall forthwith be served upon all respondents and protestants herein; (II) the said respondents and protestants be duly notified of the time and place of the hearing ordered; and (III) this order and notice of the said hearing be published in the FEDERAL REGISTER.

All persons (including individuals, corporations, associations, firms, partnerships and public bodies) having an interest in this proceeding and desiring to intervene therein, should notify the Secretary of the Commission promptly and file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR § 502.73).

By the Commission.

[SEAL]

THOMAS LISI,
Secretary.

[F.R. Doc. 66-345; Filed, Jan. 11, 1966; 8:49 a.m.]

**U.S. LINES CO. AND GRACE LINE,
INC.**

**Notice of Agreement Filed for
Approval**

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

Interested parties may inspect and obtain a copy of the agreement at the Washington Office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 10 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by Grace Line Inc., Three Hanover Square, New York, N.Y., 10004.

Agreement No. T-1904, between U.S. Lines Co. (U.S. Lines) and Grace Line Inc. (Grace) provides for a 3-year agreement whereby U.S. Lines shall perform terminal and stevedore services for Grace vessels at U.S. Lines Pier 11 in Baltimore, Md., at charges specified in the agreement. The services specified in the agreement are as follows:

- (1) loading and unloading of vessels to or from piers or lighters,
- (2) receiving and delivering export and import cargo,
- (3) loading and unloading cargo into containers and loading and unloading containers to or from vessels,
- (4) issuance of necessary forms such as dock receipts, and
- (5) various miscellaneous stevedore and terminal services.

The agreement provides that conflicts in berthing Grace and U.S. Lines vessels will be resolved in favor of Grace vessels. Grace will pay dockage charges whenever its cargo is worked by U.S. Lines at piers other than Pier 11. U.S. Lines shall perform truck loading and unloading services at rates contained in its Baltimore tariff. U.S. Lines agrees to store up to 100 empty containers without charge. Whenever more than 100 containers are stored a charge of \$1.00 per container will be assessed.

By Order of the Federal Maritime Commission.

Dated: January 10, 1966.

THOMAS LISI,
Secretary.

[F.R. Doc. 66-423; Filed, Jan. 11, 1966;
8:52 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-6947, etc.]

CONTINENTAL OIL CO., ET AL.

**Notice of Applications for Certificates,
Abandonment of Service and Petitions
To Amend Certificates ¹**

JANUARY 4, 1966.

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 26, 1966.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on all applications in which no protest or petition to intervene is filed within the

time required herein, if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a protest or petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given: *Provided, however*, That pursuant to § 2.56, Part 2, Statement of General Policy and Interpretations, Chapter I of Title 18 of the Code of Federal Regulations, as amended, all permanent certificates of public convenience and necessity granting applications, filed after April 15, 1965, without further notice, will contain a condition precluding any filing of an increased rate at a price in excess of that designated for the particular area of production for the period prescribed therein unless at the time of filing such certificate application, or within the time fixed herein for the filing of protests or petitions to intervene the Applicant indicates in writing that it is unwilling to accept such a condition. In the event Applicant is unwilling to accept such condition the application will be set for formal hearing.

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

JOSEPH H. GUTRIDE,
Secretary.

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
G-6947..... C 12-21-65	Continental Oil Co., Post Office Box 2197, Houston, Tex., 77001.	Texas Gas Transmission Corp., East Carthage Field, Panola County, Tex.	11.6288	14.65
G-10706..... D 12-20-65	Sunray DX Oil Co., Post Office Box 2039, Tulsa, Okla., 74102 (partial abandonment).	Cities Service Gas Co., Eureka District, Grant County, Okla.	(1)	.....
G-11024..... C 12-17-65	Continental Oil Co.....	Tennessee Gas Transmission Co., East and West Cameron and Vermilion Areas, Offshore Louisiana.	19.5	15.026
G-11861..... C 12-20-65	Socony Mobil Oil Co., Inc., Operator, Post Office Box 2444, Houston, Tex., 77001.	Cities Service Gas Co., Hardiner Field, Barber County, Kans.	12.0	14.65
G-13633..... B 12-8-65 ²	Union Producing Co., Post Office Box 1407, Shreveport, La., 71102 (partial abandonment).	United Gas Pipe Line Co., Lake Bistineau Field, Bienville Parish, La.	(2)	.....
CF160-788..... C 12-16-65	Arthur Richenthal, 122 East 42d St., New York, N.Y.	Arkansas Louisiana Gas Co., Longwood Field, Caddo Parish, La.	12.2	15.025
CF161-198..... E 12-20-65	Wilshire Gas Co. of Texas (successor to Riffe Petroleum Co.), 602 National Bank of Tulsa Bldg., Tulsa, Okla.	Panhandle Eastern Pipe Line Co., Bluebell Northwest Field, Seward County, Kan.	16.0	14.65
CF161-691..... C 12-13-65	Sinclair Oil & Gas Co. (Operator), et al. Post Office Box 521, Tulsa, Okla., 74102.	Michigan Wisconsin Pipe Line Co., Northeast Selling Field, Woodward County, Okla.	17.0+B.t.u. adjustment	14.65
CF161-691..... C 12-13-65 ⁴	do.....	do.....	17.0+B.t.u. adjustment	14.65
CF163-459..... D 12-27-65 ⁴	Gulf Oil Corp. (Operator), et al., Post Office Box 1589, Tulsa, Okla., 74102.	Michigan Wisconsin Pipe Line Co., North Oakdale Field, Woods County, Okla.	16.0+B.t.u. adjustment	14.65
CF163-848..... C 12-22-65	Southwestern Development Co., 61 South Lake Ave., Pasadena, Calif., 91102.	Consolidated Gas Supply Corp., Union District, Ritchie County, W. Va.	25.0	15.325

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.
See footnotes at end of table.

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

NOTICES

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure Base
C163-431 C 12-20-65	Okmar Oil Co., Post Office Box 848, Marietta, Ohio	Consolidated Gas Supply Corp., Sheridan and Murphy Districts, Ritchie and Caboun Counties, W. Va.	25.0	15.325
C164-329 C 12-10-65	C. E. Beardmore, 1083 Glendale Rd., Marietta, Ohio	Consolidated Gas Supply Corp., West District, Ritchie County, W. Va.	25.0	15.325
C165-301 E 12-20-65	Bradson-Decm. Inc., successor to Henry S. Inger, 500 Farmers & Bankers Bldg., Wichita, Kans., 67202	Fenhande Eastern Pipe Line Co., Lando Field, Reno County, Kans.	13.0	14.65
C166-522 C 11-23-65	J. R. Abraham, 814 Mercantile Bank Bldg., Dallas, Tex., 75201	El Paso Natural Gas Co., Tapachto-County, N. Mex.	12.0	15.025
C166-449 A 11-22-65	H. J. Baskley, executor of the estate of C. B. Baskley, deceased, et al., successor to Glen Dial, Jr., successor to Carl H. Noel, c/o Ernest S. Baker, attorney, 1013 Midland Savings Bldg., Denver, Colo., 80202	Pictured Cliffs Pool, Rio Arriba County, N. Mex.	13.0	15.025
C166-469 C 12-4-65	Gulf Oil Corp., Post Office Box 1311, Tulsa, Okla., 74102	Phillips Petroleum Co., East Panhandle Field, Gray County, Tex.	Depleted	
C166-468 B 9-20-65	Leche Oil Co., 1410 Central Expressway, Dallas, Tex., 75208	Brickfield Field, Nueces County, Tex.	Depleted	
C166-401 F 12-13-65	Wayne Moore, et ux, (successor to Beaver Lodge Oil Corp., et al.), 403 North Marlenfeld Midland, Tex., 79704	El Paso Natural Gas Co., Blanco Mesa Verde Field, San Juan County, N. Mex.	12.0 13.0	15.025
C166-505 F 12-13-65	Pete G. Liddle (successor to Ernest D. Liddle, et ux, et al., and Ernest Dr., Fort Worth, Tex., 76107)	Montana-Dakota Utilities Co., Grand Island Field, Wyo., and Big Horn Counties, Wyo.	13.0	15.025
C166-506 A 12-13-65	John G. Polokoff, 430 East Grand Ave., El Segundo, Calif.	El Paso Natural Gas Co., Aztec Field, San Juan County, N. Mex.	10.0	15.025
C166-507 B 12-15-65	Tri-Service Drilling Co., Post Office Box 1785, Midland, Tex.	Northern Natural Gas Pipe Line Co., Addle Field, Crockett County, Tex.	(*)	
C166-508 A 12-17-65	First Transportation Gas Corp., Inc., Post Office Box 378, Tulsa, Okla., 74101	Colorado Interstate Gas Co., Highland Area, Beaver County, Okla.	16.0	14.65
C166-509 A 12-13-65	H. L. Hutton, c/o Harry C. Marberry, attorney, 2207 First National Bldg., Oklahoma City, Okla.	Cities Service Gas Co., Tonkawa Field, Kay County, Okla.	12.0	14.65
C166-510 B 12-8-65	R. O. Roy & Co., Inc., c/o Vernon W. Woods and Willis L. Williams, Post Office Box 1767, Shreveport, La.	United Gas Pipe Line Co., Lake Bistineau Field, Bienville Parish, La.	(*)	
C166-511 B 12-8-65	W. M. C. and Theodosia M. Nolan, d.b.a. Munoco Co., c/o Vernon W. Woods and Willis L. Meadows, attorneys, Post Office Box 1767, Shreveport, La.	Arkansas Louisiana Gas Co., Ames Field, Major County, Okla.	(*)	
C166-512 A 12-17-65	Illinois Oil & Refining Co., Post Office Box 2180, Houston, Tex., 77001	Michigan Wisconsin Pipe Line Co., Southeast Pringle Field, Woodward County, Okla.	17.0, B.t.u. adjustment.	14.65
C166-514 A 12-17-65	W. J. Fellers (Operator), et al., c/o Jerry F. Lyons, attorney, Post Office Box 550, Amana-Rillo, Tex.	Northern Natural Gas Co., acreage in Haskell County, Kans.	16.0	14.65

See footnotes at end of table.

FEDERAL REGISTER, VOL. 31, NO. 7—WEDNESDAY, JANUARY 12, 1966

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure Base
C166-515 A 12-20-65	Durbin Bond, 403 Union National Bank Bldg., Little Rock, Ark., 72201	Cities Service Gas Co., South Bishop Area, Ellis County, Okla.	17.0	14.65
C166-516 A 12-20-65	J. A. LaFortune, 1201 First 74103	do	17.0	14.65
C166-517 A 12-20-65	Suntex Oil and Gas Co., 908 Southland Center, Dallas, Tex., 75201	Northern Natural Gas Co., Kiowa Creek North East Area, Lipscomb County, Tex.	18.0	14.65
C166-518 A 12-20-65	Martin A. Samuelson, et al., c/o Robert K. Pace, attorney, Hamilton Bldg., Wichita Falls, Tex., 76081	Arkansas Louisiana Gas Co., acreage in Haskell and Pittsburg Counties, Okla.	15.0	14.65
C166-519 A 12-20-65	Texaco, Inc., Post Office Box 53382, Houston, Tex., 77052	Cities Service Gas Co., Nardin, North Field, Kay County, Okla.	18.0	14.65
C166-520 A 12-21-65	Meck Oil Co. (Operator), et al., Post Office Box 400, Duncan, Okla., 73533	Panhandle Eastern Pipe Line Co., acreage in Kingman County, Kans.	25.0	14.325
C166-521 A 12-21-65	Pacific States Gas & Oil, Inc., Post Office Box 735, Encho, Calif.	Equitable Gas Co., Glenview District, Gilmer County, W. Va.	25.0	15.325
C166-522 A 12-21-65	Ventura Oil Co., 1028 East 12th St., Denver, Colo., 80203	Equitable Gas Co., Salt Lick District, and Bunker and Bunkerhampton and Nadey, Upshur County, W. Va.	25.0	15.325
C166-523 B 12-21-65	Continental Oil Co., Post Office Box 2197, Houston, Tex., 77001	Arkansas Louisiana Gas Co., Chickasha Field, Grady County, Okla.	Depleted	
C166-524 B 12-21-65	Continental Oil Co.	Arkansas Louisiana Gas Co., South-west Hunter Field, Garfield County, Okla.	Depleted	
C166-525 A 12-20-65	Rock Island Oil & Refining Co., Inc., 321 West Douglas, Wichita, Kans., 67202	El Paso Natural Gas Co., Basin-Dakota Field, Rio Arriba and San Juan Counties, N. Mex.	13.0	15.025
C166-526 A 12-20-65	R. Wayne Christenson, 1161 North Chalmers St., Flint, Mich., 48900	United Fuel Gas Co., Lincoln District, Wayne County, W. Va.	25.0	15.325
C166-527 A 12-20-65	Ralph H. Ilamblin, agent for Jack Ferrer, et al., 846 Richmond Terrace, Marion, Ohio, 43302	Equitable Gas Co., Glenview District, Gilmer County, W. Va.	25.0	15.325
C166-528 B 12-20-65	David C. Bintliff, 1312 Bank of the Southwest Bldg., Houston, Tex., 77002	Natural Gas Pipeline Co. of America, Bailey's Prairie Field, Brazoria County, Tex. (R.S. No. 2)	(*)	
C166-529 B 12-20-65	do	Natural Gas Pipeline Co. of America, Bailey's Prairie Field, Brazoria County, Tex. (R.S. No. 3)	(*)	
C166-530 B 12-20-65	do	Natural Gas Pipeline Co. of America, Bailey's Prairie Field, Brazoria County, Tex. (R.S. No. 4)	(*)	
C166-532 A 12-20-65	Wolf Run Oil & Gas Co., 3031 Wallace Circle, Huntington, W. Va.	Equitable Gas Co., Union District, Ritchie County, W. Va.	25.0	15.325
C166-533 A 12-15-65	B. E. Talkington, et al., Post Office Box 864, Clarksburg, W. Va.	Equitable Gas Co., Meade District, Upshur County, W. Va.	25.0	15.325
C166-533 A 12-20-65	Quaker State Oil Refining Corp., Box 337, Bradford, Pa., 16707	United Fuel Gas Co., Harts Creek District, Lincoln County, W. Va.	22.0	15.325
C166-536 A 12-23-65	Texaco Inc., Post Office Box 52332, Houston, Tex., 77052	Columbia Gulf Transmission Co., Vermilion Bay, West Gucydan, and Parperdue Fields, Vermilion, Iberia, and St. Mary Parishes, La.	22.0	15.025
C166-537 A 12-23-65	do	Columbia Gulf Transmission Co., Hollywood Field, Terrebonne Parish, La.	22.0	15.025
C166-538 (C164-384) F 12-22-65	Glover Heber Kennedy Oil Co. (Operator), et al. (successor to Union Oil Co. of California), 1010 Kermac Bldg., Oklahoma City, Okla.	Arkansas Louisiana Gas Co., Cherokee Field, Washita and Custer Counties, Okla.	15.0	14.65

Docket No. and date filed	Applicant	Purchaser, field, and location	Price per Mcf	Pressure base
CI66-539 A 12-27-65	C. H. Lyons, Sr., et al., c/o Gene M. Griswold, attorney, 1500 Beck Bldg., Shreveport, La.	Coastal States Gas Producing Co., Gueydan Field, Vermilion Parish, La.	15.0	15.025
CI66-540 A 12-27-65	Roy M. Huffington, Inc., 2210 Tennessee Bldg., Houston, Tex. 77002.	United Fuel Gas Co., Little Pecan Lake Field, Cameron Parish La.	17.5	15.025
CI66-541 A 12-27-65	Pacific States Gas & Oil, Inc., Post Office Box 735, Encino, Calif.	Equitable Gas Co., Glenville District, Gilmer County, W. Va.	25.0	15.325
CI66-542 A 12-16-65	Dixie Natural Gas Corp., 115 Broadway, New York, N.Y., 10006.	United Fuel Gas Co., Elk District, Kanawha County, W. Va.	23.0	15.325
CI66-543 A 12-27-65	Fred C. Koch, 321 West Douglas, Wichita, Kans., 67202.	El Paso Natural Gas Co., Basin-Dakota Field, Rio Arriba and San Juan Counties, W. Va.	13.0	15.025
CI66-544 A 12-27-65	Texaco Inc. (Operator), et al., Post Office Box 52332, Houston, Tex., 77052.	Texas Eastern Transmission Corp., South Bosco Field, Acadia Parish, La.	15.0	15.025
CI66-545 A 12-27-65	A. I. K. Ltd. No. 2, 1008 Barfield Bldg., Amarillo, Tex.	El Paso Natural Gas Co., Mocane-Laverne Field, Beaver County, Okla.	17.0	14.65
CI66-546 A 12-27-65	Creslene Oil Co., 1111 Mercantile Dallas Bldg., Dallas, Tex.	Texas Gas Transmission Corp., Cheniers Area, Jackson and Ouachita Parishes, La.	18.25	15.025
CI66-547 A 12-28-65	Harper-Smith and Associates, Inc., Post Office Drawer S, Boca Raton, Fla.	United Gas Pipe Line Co., North Willmann Field, San Patricio County, Tex.	13.25	14.65
CI66-548 A 12-28-65	Ralph L. Warner and Michael Ross, 105 Lee St., Gassaway, W. Va., 26024.	Equitable Gas Co., Salt Lick District, Braxton County, W. Va.	25.0	15.325
CI66-549 A 12-28-65	Francis Priestad, et al., 1104 Campus Hills Blvd., Rockford, Ill.	Equitable Gas Co., Union District, Ritchie County, W. Va.	25.0	15.325
CI66-550 A 12-29-65	Pacific States Gas & Oil, Inc., Post Office Box 735, Encino, Calif.	Equitable Gas Co., DeKalb District, Gilmer County and Union District, Ritchie County, W. Va.	25.0	15.325

- ¹ Available supply of natural gas from the SW $\frac{1}{4}$ of Sec. 16, T. 26 N., R. 7 W. is depleted.
- ² Abandons service insofar as the Pettet Reservoir which is substantially depleted. Purchaser has offered to acquire the facilities and remaining reserves to be used as part of a natural gas storage project.
- ³ Subject to upward and downward B.t.u. adjustment.
- ⁴ Adds interests of various co-owners.
- ⁵ Amendment to certificate filed to include interests of co-owners.
- ⁶ Settlement rate as approved by Commission Order issued Mar. 30, 1964, in Docket Nos. G-1947, et al.
- ⁷ Application erroneously noticed Dec. 7, 1965, in Docket Nos. G-4541, et al. in the name of Carl H. Noel.
- ⁸ Predecessors have no certificates or rate schedules on file for subject acreage.
- ⁹ Includes 1.0 cent per Mcf minimum guarantee for liquids.
- ¹⁰ Certificate issued to Roy A. Lamb and A. G. Galt, doing business as Pan American Engineering Co. (Operator), et al.
- ¹¹ Filing completed Dec. 3, 1965, by Landa Oil Co., successor to Texas Gas Producing Co., who initially filed the application to abandon on Sept. 20, 1965. Texas Gas Producing Co. previously acquired all the interest of Pan American Engineering Co.
- ¹² For acreage acquired prior to Feb. 12, 1959.
- ¹³ For acreage acquired after Feb. 12, 1959.
- ¹⁴ Both rates include 1.0 cent per Mcf minimum guarantee for liquid products.
- ¹⁵ Well ceased production in economical quantities and was plugged and abandoned.
- ¹⁶ The Pettet Reservoir is substantially depleted and Purchaser has offered to acquire the facilities and remaining reserves to be used as part of a natural gas storage project.
- ¹⁷ Applicant states its willingness to accept permanent certificate conditioned in accordance with the Commission's Opinion No. 353.
- ¹⁸ No sales ever made under said rate schedule.
- ¹⁹ Well has been shut in since Apr. 30, 1963, due to depletion of reserves.
- ²⁰ No sales made from wells since Oct. 25, 1962, due to depletion of reserves.
- ²¹ Resubmission of application. Same application was previously filed Nov. 3, 1965 and noticed under Docket No. CI66-371 Nov. 9, 1965, in Docket Nos. G-17106, et al. However, due to pricing provisions contained in contract, other than those permissible under Commission's regulations, the filing of Nov. 3, 1965, was rejected by letter dated Dec. 1, 1965.
- ²² Includes 2.05 cents per Mcf tax reimbursement.
- ²³ For oil well gas produced at a pressure of 50 p.s.i.g. or less and gas produced from a well incapable of producing an average of 250 Mcf per day the tax reimbursement shall be 1.175 cents per Mcf.
- ²⁴ Successor in interest to The Pure Oil Co.
- ²⁵ Includes 2.0 cents per Mcf transportation charge.

[F.R. Doc. 66-276; Filed, Jan. 11, 1966; 8:45 a.m.]

FEDERAL RESERVE SYSTEM

CENTRAL WISCONSIN BANKSHARES, INC.

Order Denying Application Under Bank Holding Company Act

In the matter of the application of Central Wisconsin Bankshares, Inc., Wausau, Wis., for approval of the acquisition of voting shares of Central National Bank of Stettin, Stettin, Wis., a proposed new bank.

There has come before the Board of Governors, pursuant to section 3(a)(2) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(2)) and section 222.4(a)(2) of Federal Reserve Regula-

tion Y (12 CFR 222.4(a)(2)), an application on behalf of Central Wisconsin Bankshares, Inc., Wausau, Wis., a registered bank holding company, for the Board's approval of the acquisition of up to 100 percent of the 20,000 voting shares of the Central National Bank of Stettin, Stettin, Wis., a proposed new bank.

As required by section 3(b) of the Act, notice of receipt of the application was given to the Comptroller of the Currency with a request for his views and recommendation. The Comptroller recommended approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on June 16, 1965 (30 F.R. 7770), providing an opportunity for interested persons to submit comments and views with respect

to the proposed acquisition. The time for filing such comments and views has expired and all those received have been considered by the Board.

It is hereby ordered, For the reasons set forth in the Board's Statement of this date, that said application be and hereby is denied.

Dated at Washington, D.C., this 4th day of January 1966.

By order of the Board of Governors,

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 66-312; Filed, Jan. 11, 1966; 8:46 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN PORTUGAL

Restraint Levels

JANUARY 7, 1966.

On March 12, 1964 the U.S. Government, in furtherance of the objectives of, and under the terms of, the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, concluded a bilateral agreement with the Government of Portugal concerning exports of cotton textiles from Portugal to the United States over a 3-year period. Under this agreement the Government of Portugal has undertaken to limit its exports to the United States of certain cotton textiles and cotton textile products to specified annual amounts. The third year of the agreement commenced on January 1, 1966, and extends through December 31, 1966. Among the provisions of the agreement are those applying specific export limitations to Categories 1, 2, 3, 4, 5, 6, 9, 19, 24, 25, 26, 28, 41, 42, 43, 45, 46, 47, 50, 51, 52, 53, 55, 60, parts of 62, parts of 63, and parts of 64.

There is published below a letter of December 30, 1965, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs directing that the amounts of cotton textiles and cotton textile products in all the aforementioned categories except for certain parts of Categories 62 and 63, produced or manufactured in Portugal which may be entered, or withdrawn from warehouse, for consumption in the United States from January 1, 1966,

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C., 20551, or to the Federal Reserve Bank of Chicago. Dissenting Statement of Governor Mitchell also filed as part of the original document and available upon request.

² Voting for this action: Chairman Martin, and Governors Robertson, Shephardson, Daane, and Malsel. Voting against this action: Governor Mitchell. Absent and not voting: Governor Balderston.

through December 31, 1966, be limited to certain designated levels. This letter and the actions pursuant thereto are not designed to implement all of the provisions of the bilateral agreement but are designed to assist only in the implementation of certain of its provisions.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

THE SECRETARY OF COMMERCE

PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

Washington, D.C., 20230,
December 30, 1965.

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C.

DEAR MR. COMMISSIONER: Under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, you are directed to prohibit, effective January 1, 1966, and for the 12-month period extending through December 31, 1966, entry into the United States for consumption and withdrawal from warehouse for consumption of cotton textiles and cotton textile products in Categories 1, 2, 3, 4, 5, 6, 9, 19, 24, 25, 26, 28, 41, 42, 43, 45, 46, 47, 50, 51, 52, 53, 55, 60, parts of 62 and parts of 64, produced or manufactured in Portugal, in excess of the following levels of restraint:

Category	12-month level of restraint
1-----	10,328,325 pounds.
2-----	811,125 pounds.
3-----	2,379,300 pounds.
4-----	162,225 pounds.
5-6-----	8,111,250 square yards.
8-----	4,542,300 square yards. ¹
9-----	7,029,750 square yards.
10-----	865,200 square yards.
24-25-----	4,758,600 square yards.
26-----	1,730,400 square yards. ¹
26-----	2,163,000 square yards.
28-----	324,450 pieces.
41-42-43-----	75,705 dozen.
45-----	21,630 dozen.
46-----	27,445 dozen. ²
47-----	32,445 dozen.
50-----	21,630 dozen.
51-----	21,630 dozen.
52-----	32,445 dozen.
53-parts of 62 (T.S.U.S.A. Nos. 382.0306; 382.0307; 382.0635; and 382.0640).	32,445 dozen.
55-----	21,630 dozen.
60-----	16,223 dozen.

¹ This level is a sublevel within the combined level provided for the two categories immediately preceding.

² This level has been adjusted to offset earlier releases from embargo pursuant to arrangements between the Governments of the United States and Portugal.

Parts of 62 (T.S.-U.S.A. Nos. 380-0306; 380.0645; 382.0312; and 382.0665). 54,075 pounds.
Parts of 64 (T.S.-U.S.A. No. 363-6025). 108,150.

In carrying out this directive, entries of cotton textiles and cotton textile products in Categories 1, 2, 3, 4, 5, 6, 9, 19, 24, 25, 26, 28, 41, 42, 43, 45, 46, 47, 50, 51, 52, 53, parts of 62 (T.S.U.S.A. Nos. 382.0306; 382.0307; 382.0635; and 382.0640), 55, 60, parts of 62 (T.S.U.S.A. Nos. 380.0309; 380.0645; 382.0312; and 382-0665), and parts of 64 (T.S.U.S.A. No. 363.6025), produced or manufactured in Portugal, which have been exported to the United States from Portugal prior to January 1, 1966, shall, to the extent of any unfiled balances be charged against the levels of restraint established for such goods during the period January 1, 1965, through December 31, 1965. In the event that the level of restraint established for the period January 1, 1965, through December 31, 1965, has been exhausted by previous entries, such goods shall be subject to the directives set forth in this letter.

In carrying out this directive, entries of two- or three-piece ladies suits produced or manufactured in Portugal from woven or knit cotton fabrics should not be charged against any of the levels of restraint designated herein, including the level of restraint for blouses in Category 52.

A detailed description of the categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551), and amendments thereto on March 24, 1964 (29 F.R. 3679).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of Portugal and with respect to imports of cotton textiles and cotton textile products from Portugal have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of Section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

JOHN T. CONNOR,
Secretary of Commerce, and Chairman,
President's Cabinet Textile
Advisory Committee.

[F.R. Doc. 66-349; Filed, Jan. 11, 1966;
8:49 a.m.]

**CERTAIN COTTON TEXTILES AND
COTTON TEXTILE PRODUCTS PRO-
DUCED OR MANUFACTURED IN
KOREA**

Restraint Levels

JANUARY 7, 1966.

On January 26, 1965, the U.S. Government, in furtherance of the objectives of, and under the terms of, the Long Term Arrangement Regarding International

Trade in Cotton Textiles done at Geneva on February 9, 1962, concluded a bilateral agreement with the Government of the Republic of Korea concerning exports of cotton textiles from Korea to the United States over a 3-year period. Under this agreement the Republic of Korea has undertaken to limit its exports to the United States of certain cotton textiles and cotton textile products to specified annual amounts. The second year of the agreement commenced on January 1, 1966, and extends through December 31, 1966. Among the provisions of the agreement are those applying specific export limitations to categories 9, 18-19, 22, 26, parts of 31 (wiping cloth only), 34, 45, 46, 48, 49, 50, 51, 52, 54, 60, parts of 64 (tablecloths and napkins only) and parts of 64 (zipper tapes only).

There is published below a letter of December 30, 1965, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs directing that the amounts of cotton textiles and cotton textile products in the aforementioned categories produced or manufactured in the Republic of Korea which may be entered, or withdrawn from warehouse for consumption in the United States from January 1, 1966, through December 31, 1966, be limited to certain designated levels. The levels set forth in this letter are those designated under the bilateral agreement for the second calendar year with certain adjustments. This letter and the actions pursuant thereto are not designed to implement all of the provisions of the bilateral agreement but are designed to assist only in the implementation of certain of its provisions.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

THE SECRETARY OF COMMERCE

PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

Washington, D.C.
December 30, 1965.

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C.

DEAR MR. COMMISSIONER: Under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, you are directed to prohibit effective January 1, 1966, and for the period extending through December 31, 1966, entry into the United States for consumption, and withdrawal from warehouse for consumption of cotton textiles and cotton textile products in Categories 9, 18-19, 22, 26, part of 31 (T.S.U.S.A. No. 366.2740 only), 34, 45, 46, 48, 49, 50, 51, 52, 54, 60, part of 64 (T.S.U.S.A. Nos. 366.4500, 366.4600, and 366.4700 only) and part of 64 (T.S.U.S.A. No. 347.3340 only), produced or manufactured in the Republic of Korea in excess of the following corrected levels of restraint:

Category	12-month level of restraint	Corrected level of restraint
	<i>Square yards</i>	<i>Square yards</i>
9.....	2,100,000	2,100,000
18-19.....	1,575,000	1,575,000
22.....	551,250	459,330
26 (duck only)*.....	10,237,500	10,237,500
26 (other than duck).....	787,500	787,500
	<i>Pieces</i>	<i>Pieces</i>
31—(T.S.U.S.A. No. 366.2740 only).....	905,205	905,205
34.....	84,677	84,677
	<i>Dozen</i>	<i>Dozen</i>
45.....	27,825	27,825
46.....	22,050	21,569
48.....	10,500	10,500
49.....	15,750	15,750
50.....	39,900	36,801
51.....	53,850	48,096
52.....	26,250	26,250
54.....	31,500	31,150
60.....	21,000	16,075
	<i>Pounds</i>	<i>Pounds</i>
64—(T.S.U.S.A. Nos. 366.4500, 366.4600 and 366.4700 only).....	383,250	383,250
64—(T.S.U.S.A. No. 347.3340 only).....	52,500	52,500

*T.S.U.S.A. Nos. 320.—01 through 04, 06, 06; 321.—01 through 04, 06, 08; 322.—01 through 04, 06, 08; 326.—01 through 04, 06, 08; 327.—01 through 04, 06, 08; 328.—01 through 04, 06, 08.

In carrying out this directive, cotton textiles and cotton textile products in Categories 9, 18-19, 22, 26, parts of 31 (wiping cloth only), 34, 45, 48, 48, 49, 50, 51, 52, 54, 60, parts of 64 (tablecloths, napkins, and zipper tapes only), produced or manufactured in Korea and exported from Korea to the United States prior to January 1, 1966, shall, to the extent of any unfilled balances, be charged against the levels of restraint established for the period January 1, 1965, through December 31, 1965. In the event that the level of restraint established for the period January 1, 1965, through December 31, 1965, has been exhausted by previous entries, such goods shall be subject to the directives set forth in this letter.

A detailed description of the above mentioned categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551), and amendments thereto on March 24, 1964 (29 F.R. 3679).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of the Republic of Korea and with respect to imports of cotton textiles and cotton textile products from the Republic of Korea have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

LEROY COLLINS,
Acting Secretary of Commerce, and
Chairman, President's Cabinet Textile
Advisory Committee.

[F.R. Doc. 66-350; Filed, Jan. 11, 1966;
8:49 a.m.]

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRO- DUCED OR MANUFACTURED IN YUGOSLAVIA

Restraint Levels

JANUARY 7, 1966.

On October 5, 1964, the U.S. Government, in furtherance of the objectives of, and under the terms of, the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, concluded a bilateral agreement with the Government of the Socialist Federal Republic of Yugoslavia concerning exports of cotton textiles from Yugoslavia to the United States over a 3-year period. Under this agreement the Socialist Federal Republic of Yugoslavia has undertaken to limit its exports to the United States of certain cotton textiles and cotton textile products to specified annual amounts. The second year of the agreement commenced on January 1, 1966, and extends through December 31, 1966. Among the provisions of the agreement are those applying specific export limitations to Categories 1-2, 9, 15-16, 18-19, 22, part of 26 (duck only), 31, 48, and 49.

There is published below a letter of December 30, 1965, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs directing that the amounts of cotton textiles and cotton textile products in Categories 1-2, 9, 15-16, 18-19, 22, part of 26 (duck only), 31, 48, and 49 produced or manufactured in the Socialist Federal Republic of Yugoslavia which may be entered, or withdrawn from warehouse, for consumption in the United States from January 1, 1966, through December 31, 1966, be limited to certain designated levels. The levels set forth in this letter are those designated under the bilateral agreement for the second calendar year with certain adjustments. This letter and the actions pursuant thereto are not designed to implement all of the provisions of the bilateral agreement but are designed to assist only in the implementation of certain of its provisions.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

THE SECRETARY OF COMMERCE

PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

Washington, D.C.
DECEMBER 30, 1965.

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C.

DEAR MR. COMMISSIONER: Under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, and in accordance with the procedures outlined in

Executive Order 11052 of September 28, 1962, you are directed to prohibit, effective January 1, 1966, and for the period extending through December 31, 1966, entry into the United States for consumption, and withdrawal from warehouse for consumption, of cotton textiles and cotton textile products in Categories 1-2, 9, 15-16, 18-19, 22, 26 (duck only), 31, 48, and 49 produced or manufactured in the Socialist Federal Republic of Yugoslavia in excess of the following levels of restraint:

Category	12-month level of restraint
1-2.....	136,956 pounds.
9.....	4,818,110 square yards.
15-16.....	1,575,000 square yards.
18-19.....	2,205,000 square yards.
22.....	1,050,000 square yards.
26 (duck only)*.....	1,732,500 square yards.
31.....	3,017,241 pieces.
48.....	4,725 dozen.
49.....	10,500 dozen.

In carrying out this directive, entries of cotton textiles and cotton textile products in Categories 1-2, 9, 15-16, 18-19, 22, 26 (duck only), 31, 48, and 49, produced or manufactured in Yugoslavia and exported from Yugoslavia prior to January 1, 1966, shall, to the extent of any unfilled balances, be charged against the levels of restraint established for such goods during the period January 1, 1965, through December 31, 1965. In the event that the level of restraint established for the period January 1, 1965, through December 31, 1965, has been exhausted by previous entries, such goods shall be subject to the directive set forth in this letter.

A detailed description of the above mentioned categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551), and amendments thereto on March 24, 1964 (29 F.R. 3679).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of the Socialist Federal Republic of Yugoslavia and with respect to imports of cotton textiles and cotton textile products from the Socialist Federal Republic of Yugoslavia have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

/S/ JOHN T. CONNOR,
Secretary of Commerce, and
Chairman, President's Cabinet Textile
Advisory Committee.

[F.R. Doc. 66-351; Filed, Jan. 11, 1966;
8:49 a.m.]

*T.S.U.S.A. Nos. 320.—01, 320.—02, 320.—03, 320.—04, 320.—06, 320.—08, 321.—01, 321.—02, 321.—03, 321.—04, 321.—06, 321.—08, 322.—01, 322.—02, 322.—03, 322.—04, 322.—06, 322.—08, 326.—01, 326.—02, 326.—03, 326.—04, 326.—06, 326.—08, 327.—01, 327.—02, 327.—03, 327.—04, 327.—06, 327.—08, 328.—01, 328.—02, 328.—03, 328.—04, 328.—06, and 328.—08.

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN THE REPUBLIC OF THE PHILIPPINES

Restraint Levels

JANUARY 7, 1966.

On February 24, 1964 the U.S. Government, in furtherance of the objectives of, and under the terms of, the Long Term Arrangement. Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, concluded a bilateral agreement with the Republic of the Philippines concerning exports of cotton textiles from the Republic of the Philippines to the United States over a 4-year period (TIAS 5519). Under this agreement the Republic of the Philippines has undertaken to limit its exports to the United States of certain cotton textiles and cotton textile products to specified annual amounts. The third year of the agreement commenced on January 1, 1966, and extends through December 31, 1966. Among the provisions of the agreement are those applying specific export limitations to Categories 32, 39, 45, 50, 51, 60, 61, and 64.

There is published below a letter of December 30, 1965, from the Chairman of the President's Cabinet Textile Advisory Committee to the Commissioner of Customs directing that the amounts of cotton textiles and cotton textile products in Categories 32, 39, 45, 50, 51, 60, 61, and 64 produced or manufactured in the Republic of the Philippines which may be entered, or withdrawn from warehouse, for consumption in the United States from January 1, 1966, through December 31, 1966, be limited to certain designated levels. The levels set forth in this letter are those designated under the bilateral agreement for the third calendar year with certain adjustments. This letter and the actions pursuant thereto are not designed to implement all of the provisions of the bilateral agreement but are designed to assist only in the implementation of certain of its provisions.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

THE SECRETARY OF COMMERCE
PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

Washington, D.C. December 30, 1965.

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C.

DEAR MR. COMMISSIONER: Under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, you are directed to prohibit, effective January 1, 1966, and for the period extending through December 31, 1966, entry into the United States for consumption, and withdrawal from warehouse for consumption, of cotton textiles and cotton textile products in Categories 32, 39, 45, 50, 51, 60, 61, and 64, produced or manufactured in the Republic of

the Philippines in excess of the following levels of restraint:

Category	12-Month level of restraint
32-----	3,472,875 dozen.
39-----	248,063 doz. pair.
45-----	31,500 dozen.
50-----	16,538 dozen.
51-----	16,538 dozen.
60-----	7,718 dozen.
61-----	1,323,000 dozen.
64-----	167,773 pounds.

In carrying out this directive, entries of cotton textiles and cotton textile products in Categories 32, 39, 45, 50, 51, 60, 61, and 64, produced or manufactured in the Republic of the Philippines, which have been exported to the United States from the Republic of the Philippines prior to January 1, 1966, shall, to the extent of any unfilled balances, be charged against the levels of restraint established for such goods during the period January 1, 1965, through December 31, 1965. In the event that the level of restraint established for the period January 1, 1965, through December 31, 1965, has been exhausted by previous entries, such goods shall be subject to the directives set forth in this letter.

A detailed description of Categories 32, 39, 45, 50, 51, 60, 61, and 64, in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551), and amendments thereto on March 24, 1964 (29 F.R. 3679).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of the Republic of the Philippines and with respect to imports of cotton textiles and cotton textile products from the Republic of the Philippines have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

JOHN T. CONNOR,
Secretary of Commerce, and Chairman,
President's Cabinet Textile
Advisory Committee.

[F.R. Doc. 66-352; Filed, Jan. 11, 1966;
8:49 a.m.]

CERTAIN COTTON TEXTILE PRODUCTS IMPORTED INTO CANADA

Elastic Braid

JANUARY 7, 1966.

The purpose of this notice is to inform interested parties of certain actions taken by the Canadian Government concerning the importation into Canada of elastic braid. Printed below is the text of Canada's Department of National Revenue memo D46-2 of November 18, 1965.

Pursuant to Section 40A (7)(c) of the Customs Act, and under the authority granted by Order in Council PC 1965-1938, dated November 1, 1965, the Minister of National Revenue has prescribed that the value for duty of all imported elastic braid, classified under Tariff Item 56510-1, which:

(a) is not entitled to entry under the British Preferential Tariff or any lower tariff;

(b) was manufactured in a country which has undertaken to limit exportation of elastic braid to Canada to an agreed quota, and

(c) was not duly authorized for export to Canada by the government of the country applying the quota, shall be determined by advancing the declared fair market value or selling price, whichever is the higher, by 100 percent. Such value or selling price shall be exclusive of all charges thereon after shipment from the country of export. The provisions of Section 6 of the customs tariff apply.

In the case of such elastic braid shipped on consignment without sale prior to shipment, the declared fair market value shall be advanced by 100 percent. The goods shall be subject to the same special duty as if they had been sold prior to shipment.

This prescription becomes effective 18 November 1965, and shall not apply to goods bona fide in transit to Canada on or before 17 November 1965.

It should be noted that the above mentioned memo D46-2 applies to elastic braid imported into Canada via the United States as well as elastic braid imported into Canada directly from the manufacturing country.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

[F.R. Doc. 66-353; Filed, Jan. 11, 1966;
8:49 a.m.]

CERTAIN COTTON TEXTILE AND COTTON TEXTILE PRODUCTS UNDER THE LONG TERM ARRANGEMENT REGARDING INTERNATIONAL TRADE IN COTTON TEXTILES

Announcement of ITAC Actions and Restraint Levels

JANUARY 7, 1966.

The purpose of this notice is to announce certain actions taken by the U.S. Government in furtherance of the objectives of, and under the terms of, the Long Term Arrangement Regarding International Trade in Cotton Textiles, done at Geneva on February 9, 1962. This information is also published in Department of Commerce Press Release G 65-212 dated December 22, 1965.

1. *Bilateral agreements.* On November 16, 1965, notes were exchanged amending the bilateral agreement with Italy of July 6, 1962, to provide an annual level of 1,622,250 square yards, effective from January 1, 1965, for shipments of Italian velveteens (Category 7) to the United States. The 1964 level was 1,545,000 square yards.

Agreement was reached with the Government of Hong Kong that the arrangements between the Government of the United States and the Government of Hong Kong for shipment of cotton textiles during the year ending September 30, 1965, would be extended beyond that date on an interim basis pending further consultations.

Consultations on cotton textile trade problems are to take place in the month

of January with the Governments of the Republic of China and the Philippines.

2. *Completed restraint actions.* The United States on July 27, 1965, requested restraint of the Government of Brazil in Category 19 and on October 19 informed Brazil that it had set the level of restraint for the 12-month period beginning July 27, 1965, at 5 million square yards. On the basis of exceptional circumstances, the United States also agreed to authorize on a one-time basis the importation into the United States of 7.5 million square yards in Category 19 from Brazil for the period from July 28, to December 31, 1965, in addition to the restraint level.

On December 16, 1965, the United States requested restraint of the Government of Brazil in Category 1 at a level of 2,000,000 pounds for the 12-month period ending December 15, 1966. On the basis of exceptional circumstances, the United States agreed to authorize on a one-time basis the importation into the United States of 10,000,000 pounds in Category 1 from Brazil for the period beginning August 1, 1965, and ending July 31, 1966, in addition to the restraint level.

3. *Renewal of restraints.* The United States has renewed for a further 12-month period from the dates indicated the following restraints on imports of cotton textiles:

Brazil—Category 9 from October 28, 1965, at 525,000 square yards.

Mexico—Category 22 from July 15, 1965, at 110,000 square yards.

Poland—From December 4, 1965 in the following categories: Category 19—at 656,250 square yards; Category 26—at 105,000 square yards; Category 28—at 118,125 units; Category 34—at 66,150 units.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

[P.R. Doc. 66-354; Filed, Jan. 11, 1966;
8:49 a.m.]

OFFICE OF EMERGENCY PLANNING CALIFORNIA

Amendment to Notice of Major Disaster

Notice of Major Disaster for the State of California dated December 9, 1965, and published December 15, 1965 (29 F.R. 9579), is hereby amended to include the following county among those counties determined to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of December 7, 1965:

San Diego.

Dated: December 30, 1965.

FRANKLIN B. DRYDEN,
Deputy Director,
Office of Emergency Planning.

[P.R. Doc. 66-300; Filed, Jan. 11, 1966;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[812-1629]

SOCONY MOBIL OIL CO., INC.

Notice of Filing of Application To Amend Order of Exemption

JANUARY 6, 1966.

Notice is hereby given that Socony Mobil Oil Co., Inc. ("applicant"), 150 East 42d Street, New York, N.Y., has filed an application pursuant to section 6(b) of the Investment Company Act of 1940 ("Act") for an order amending an order issued by the Commission under section 6(b) of the Act on December 31, 1963 (Investment Company Act Release No. 3880). The applicant requests that the exemptions granted by the Commission's order to two employees' securities companies sponsored by applicant continue (1) after such companies become available for investment under the Savings Plan for Salaried Employees of Mobil Chemical Co. and (2) after proposed modifications described in the application and summarized below. The provisions of the Act and the Rules from which the two employees' securities companies have been exempted, and from which a continued exemption is sought are as follows: Section 7; section 8; section 10; Section 14; section 15; section 16; section 20(a); section 22(e); section 22(f); section 24; section 26; section 30(a), (b), and (c), except section 30(b)(2) and the rules under said section; section 30(d) and the rules thereunder to the extent they require reports to participants more than once a year; and section 32(a). All interested persons are referred to the application, which is on file with the Commission, for a statement of the representations therein which are summarized below:

The two employees' securities companies, which are known as Equity Fund and Balanced Fund, were established by Bankers Trust Co. under a declaration of trust, and in connection with the Employee's Savings Plan of the applicant ("Oil Plan"). Equity Fund and Balanced Fund are available for assets invested by the Trustee on behalf of employees participating in the Oil Plan, and on behalf of retired employees of applicant who participated in the Oil Plan prior to retirement and who following retirement assign certain assets to Bankers Trust Co. acting as trustee under the terms of an individual trust agreement ("Oil Plan Retired Employee's Trust"). Assets of the Equity Fund are invested in common stocks or securities convertible into common stocks; assets of the Balanced Fund are invested in stocks and fixed income securities.

Each Oil Plan Retired Employee's Trust provides that the funds of the trust are to be invested only in the Equity Fund and/or the Balanced Fund; that the retired employee who created such trust may not transfer or assign his interest, although he may revoke the trust in whole or in part and receive in cash

the value of his interest withdrawn; and upon the creator's death the trust terminates and the Trustee is required to pay over principal of the trust and all undistributed and accrued income to the deceased's executor, administrator or beneficiary, as the case may be.

Applicant proposes to modify the Equity Fund and the Balanced Fund and the Oil Plan so that, among other things, (1) the Equity Fund and the Balanced Fund will be available not only for assets invested on behalf of participating employees under the Oil Plan and retired participants in the Oil Plan, but also for assets to be invested on behalf of employees participating in a plan to be adopted for employees of the Mobile Chemical Division of applicant, which plan is known as the Savings Plan for Salaried Employees of Mobile Chemical Co. ("Chemical Plan"), and on behalf of retired participants in the Chemical Plan; (2) units of participation in the Equity Fund and in the Balanced Fund may be redeemed four times a month rather than once a month, as presently permitted; and, (3) the Trustee will have discretion to vary the dates for the valuation of assets for the purpose of redemption of units.

The application states that the Chemical Plan and the Oil Plan qualify under section 401(a) of the Internal Revenue Code; and that in such respect both the Chemical Plan and the Oil Plan are entitled to the exception from the definition of investment company pursuant to section 3(c)(13) of the Act. However, neither Equity Fund nor Balanced Fund satisfy the requirements of section 401 of the Internal Revenue Code and, consequently, the exception provided by section 3(c)(13) of the Act is not applicable to Equity Fund or Balanced Fund.

The applicant contends that after the proposed modification of Equity Fund and Balanced Fund and after the proposed use of each of such funds as a medium for investment under the Chemical Plan as well as under the Oil Plan, both such funds will continue to meet the definition of an "employees' securities company" stated in section 2(a)(13) of the Act. Section 2(a)(13) of the Act provides that "Employees' securities company" means any investment company or similar issuer all of the outstanding securities of which (other than short-term paper) are beneficially owned (A) by the employees or persons on retainer of a single employer or of two or more employers each of which is an affiliated company of the other, (B) by former employees of such employer or employers, (C) by members of the immediate family of such employees, persons on retainer, or former employees, (D) by any two or more of the foregoing classes of persons, or (E) by such employer or employers together with any one or more of the foregoing classes of persons.

In support of the relief requested, the applicant states, among other things, that in view of the applicant's legitimate interest in employee welfare, it can reasonably be expected to protect employees

against increase in management fees or improper supervision of trust funds; that the employer makes substantial contribution of funds to employees participating in each of the plans (each plan has a different formula for employer contributions); and that no aspect of either plan could properly be viewed as a device for the promotion of the sale of securities by the employees' securities company. In the latter connection, it is stated that neither plan provides for the payment of any sales load.

Notice is further given that any interested person may, not later than January 21, 1966, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues, if any, of fact or of law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-322; Filed, Jan. 11, 1966;
8:47 a.m.]

[File No. 1-3393]

VTR, INC.

Order Suspending Trading

JANUARY 6, 1966.

The common stock, \$1 par value, of VTR, Inc., being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934; and

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

It is ordered, Pursuant to sections 15(c)(5) and 19(a)(4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for

the period January 7, 1966, through January 16, 1966, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 66-323; Filed, Jan. 11, 1966;
8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 558]

ARIZONA

Declaration of Disaster Area

Whereas, it has been reported that during the month of December 1965, because of the effects of certain disasters, damage resulted to residences and business property located in Maricopa County in the State of Arizona;

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

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

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

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the Office below indicated from persons or firms whose property, situated in the aforesaid County and areas adjacent thereto, suffered damage or destruction resulting from a flood and accompanying conditions occurring on or about December 26, 1965.

Office: Small Business Administration Regional Office, 2727 North Central Avenue, Phoenix, Ariz.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to July 31, 1966.

Dated: January 3, 1966.

ROSS D. DAVIS,
Executive Administrator.

[F.R. Doc. 66-357; Filed, Jan. 11, 1966;
8:50 a.m.]

[Declaration of Disaster Area 556]

CALIFORNIA

Declaration of Disaster Area

Whereas, it has been reported that during the month of December 1965, because of the effects of certain disasters, damage resulted to residences and business property located in San Diego County in the State of California;

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

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

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

1. Applications for disaster loans under the provisions of section 7(b)(1) of the Small Business Act, as amended, may be received and considered by the Office below indicated from persons or firms whose property, situated in the aforesaid county and areas adjacent thereto, suffered damage or destruction resulting from a flood and accompanying conditions occurring on or about December 6, 1965.

Office: Small Business Administration Regional Office, 110 West C Street, San Diego, Calif.

2. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to June 30, 1966.

Dated: December 20, 1965.

ROSS D. DAVIS,
Executive Administrator.

[F.R. Doc. 66-324; Filed, Jan. 11, 1966;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 112]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 7, 1966.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules in Ex Parte No. MC 67 (49 CFR Part 240), published in the FEDERAL REGISTER, Issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protest must be specific as the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined, at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 30837 (Sub-No. 325 TA), filed December 27, 1965. Applicant: KENOSHA AUTO TRANSPORT CORPO-

RATION, 4519 76th Street, Kenosha, Wis., 53141. Applicant's representative: Albert P. Barber (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: 8 tractors, 7 lowboy trailers, 1 van trailer and 1 stake body truck, laden with replicas of life-size dinosaurs, from Hudson, N.Y., to Hudson, N.Y., via 36 cities located in 17 States, listed as follows, in a continuous itinerary for display purposes: Miami, Fort Lauderdale, St. Petersburg, Tampa, Orlando, Jacksonville, Fla.; Atlanta, Ga.; Norfolk, Portsmouth, Richmond, Va.; Washington, D.C.; Baltimore, Md.; Philadelphia, Pa.; Columbus, Dayton, Cleveland, Toledo, Ohio; Detroit and Grand Rapids, Mich.; Chicago, Ill.; Milwaukee and Green Bay, Wis.; Minneapolis and St. Paul, Minn.; St. Louis, Mo.; Kansas City, Kans.; Tulsa and Oklahoma City, Okla.; Fort Worth, Dallas, and Houston, Tex.; Chattanooga, Memphis and Nashville, Tenn.; and Louisville, Ky., for 180 days. Supporting shipper: Sinclair Refining Co., 600 Fifth Avenue, New York, N.Y., 10020 (Lewis J. Manzione). Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 127787 (Sub-No. 1 TA), filed December 27, 1965. Applicant: MICHAEL J. POLITE, doing business as M. J. P. TRUCKING & RENTAL SERVICE, 217 Post Avenue, Lyndhurst, N.J., 07070. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: Foodstuffs, other than frozen, other than in bulk, in tank vehicles, between the plant site of B. Manischewitz and Co., Jersey City, N.J., and their warehouse at East Rutherford, N.J., on the one hand, and, on the other, Hewlett, N.Y., for 150 days. Supporting shipper: B. Manischewitz Co., 9 Clinton Street, Newark, N.J. Send protests to: Joel Morrows, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1060 Broad Street, Newark, N.J., 07102.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-330; Filed, Jan. 11, 1966;
8:47 a.m.]

[Notice 380]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

JANUARY 7, 1966.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's deviation rules revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as

provided in such rules (49 CFR 211.1(d)(4)).

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

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

MOTOR CARRIERS OF PROPERTY

No. MC 906 (Deviation No. 3), CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106, filed December 20, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 69 and Interstate Highway 40 at or near Checotah, Okla., over Interstate Highway 40 to Oklahoma City, Okla., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From junction U.S. Highway 69 and U.S. Highway 266 at or near Checotah, Okla., over U.S. Highway 266 to junction U.S. Highway 62 near Henryetta, Okla., thence over U.S. Highway 62 to Oklahoma City, Okla., and return over the same route.

MC NO 22214 (Deviation No. 5), ACCELERATED TRANSPORT-PONY EXPRESS, INC., 23 and 61 West Lee Street, Hagerstown, Md.; filed December 20, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Hagerstown, Md., over U.S. Highway 40 to Clear Spring, Md., thence over Interstate Highway 70 to Hancock, Md., thence over U.S. Highway 40 to Cumberland, Md., thence over U.S. Highway 220 to junction U.S. Highway 50 at or near New Creek, W. Va., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Hagerstown, Md., over U.S. Highway 11 to Winchester, Va., thence over U.S. Highway 50 to Clarksburg, W. Va., and return over the same route.

No. MC 69275 (Deviation No. 9), THE M & M TRANSPORTATION COMPANY, 186 Alewife Brook Parkway, Cambridge, Mass. Applicant's representative: Francis E. Barrett, 25 Bryant Avenue, East Milton (Boston), Mass., 02186, filed December 23, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Hartford, Conn., over

Interstate Highway 91 to junction with the Connecticut Turnpike located at New Haven, Conn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Boston, Mass., over U.S. Highway 20 to junction Massachusetts Highway 15, thence over Massachusetts Highway 15 to the Massachusetts-Connecticut State line, thence over Connecticut Highway 15 via junction U.S. Highway 5 to Hartford, Conn. (also from junction Connecticut Highway 15 and 20 near Union, Conn., over Connecticut Highway 20 (formerly Connecticut Highway 15) to West Stafford, Conn., thence over Connecticut Highway 30 (formerly Connecticut Highway 15) to junction U.S. Highway 5 (formerly shown as Connecticut Highway 15), thence over U.S. Highway 5 to junction Connecticut Highway 15; thence over Connecticut Highway 9 to Middletown, Conn., thence over Connecticut Highway 17 (formerly Connecticut Highway 15) to New Haven, Conn., thence over U.S. Highway 1 to Morrisville, Pa., thence over U.S. Highway 13 to Philadelphia, and return over the same route.

No. MC 108473 (Deviation No. 7), ST. JOHNSBURY TRUCKING COMPANY, INC., 38 Main Street, St. Johnsbury, Vt. Applicant's representative: Francis E. Barrett, Professional Building, 25 Bryant Avenue, East Milton (Boston), Mass., 02186; filed December 23, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Springfield, Mass., over Interstate Highway 91, to junction with the Connecticut Turnpike at New Haven, Conn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Boston, Mass., over Massachusetts Highway 9 to Worcester, Mass., thence over Massachusetts Highway 12 to junction U.S. Highway 20, thence over U.S. Highway 20 to Springfield, Mass., thence over U.S. Highway 5 via East Hartford, Conn., to New Haven, Conn., and return over the same route.

No. MC 109914 (Deviation No. 6), DUNDEE TRUCK LINE, INC., 660 Sterling Street, Toledo, Ohio, filed December 27, 1965. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Detroit, Mich., over Interstate Highway 94, to junction U.S. Highway 20 near Michigan City, Ind., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Michigan City, Ind., over U.S. Highway 20 to Toledo, Ohio, thence over U.S. Highway 24 to Detroit, Mich. (also from Toledo, Ohio, over U.S. Highway 25 to Detroit, Mich.), and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 286), GREYHOUND LINES, INC. (Western Greyhound Lines Division), Market and Fremont Streets, San Francisco, Calif., 94106. Applicant's representative: W. T. Meinhold, 371 Market Street, San Francisco, Calif., 94105; filed December 20, 1965. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage and express and newspapers, in the same vehicle with passengers, over a deviation route as follows: From junction unnumbered highway and U.S. Highway 195 (South Rosalie Junction, Wash.), over U.S. Highway 195 to junction unnumbered Highway (Thornton Junction, Wash.), and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From Spokane, Wash., over U.S. Highway 195 to the Washington-Idaho State Line (connects with Idaho Route 6).

No. MC 50026 (Deviation No. 6), ARKANSAS MOTOR COACHES LIMITED, INC., 100 East Markham, Little Rock, Ark., 72201, filed December 21, 1965. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage, and express, mail, and newspapers, in the same vehicle with passengers, over a deviation route as follows: From Lonoke, Ark., over Arkansas Highway 31 to junction Interstate Highway 40, thence over Interstate Highway 40 to junction Arkansas Highway 11, thence over Arkansas Highway 11 to junction U.S. Highway 70, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From Memphis, Tenn., over U.S. Highway 70 to Hot Springs National Park, Ark., and return over the same route.

No. MC 60325 (Deviation No. 2), JEFFERSON TRANSPORTATION CO., 1114 Currie Avenue, Minneapolis, Minn., 55403, filed December 22, 1965. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage and express and newspapers, in the same vehicle with passengers, over a deviation route as follows: From junction U.S. Highway 63 and Interstate Highway 90 at a point 2 miles north of Stewartville, Minn., over Interstate Highway 90 to junction U.S. Highway 16 at Petran, Minn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From Rochester, Minn., over U.S. Highway 63 to junction U.S. Highway 16, thence over U.S. Highway 16 to Albert Lea, Minn., and return over the same route.

No. MC 60325 (Deviation No. 3), JEFFERSON TRANSPORTATION CO., 1114 Currie Avenue, Minneapolis, Minn., 55403; filed December 22, 1965. Carrier proposes to operate as a common carrier,

by motor vehicle, of passengers and their baggage, and express, newspapers and mail, in the same vehicle with passengers, over a deviation route as follows: From Minneapolis, Minn., over combined Interstate Highway 35 and relocated U.S. Highway 65 to junction Minnesota Highway 60, thence over Interstate Highway 35 to junction U.S. Highway 14, thence over U.S. Highway 14 to Owatonna, Minn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over pertinent service routes as follow: (1) From Minneapolis, Minn., over city streets to St. Paul, Minn., thence over Minnesota Highway 49 to junction Minnesota Highway 218, thence over Minnesota Highway 218 to Farmington, Minn., thence over U.S. Highway 65 to Albert Lea, Minn., thence over U.S. Highway 69 to Kansas City, Kans., and thence over city streets to Kansas City, Mo., and (2) from Minneapolis, Minn., over U.S. Highway 65 to junction Minnesota Highway 165, thence over Minnesota Highway 165 to Faribault, Minn., and return over the same routes.

No. MC 61616 (Deviation No. 14), MIDWEST BUSLINES, INC., 433 West Washington Avenue, North Little Rock, Ark., filed December 23, 1965. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage, and express, mail and newspapers, in the same vehicle with passengers, over a deviation route as follows: From Lonoke, Ark., over Arkansas Highway 31 to junction Interstate Highway 40, thence over Interstate Highway 40 to junction Arkansas Highway 11, thence over Arkansas Highway 11 to junction U.S. Highway 70, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property over a pertinent service route as follows: From Fort Smith, Ark., over U.S. Highway 64 to junction U.S. Highway 65, thence over U.S. Highway 65 to junction U.S. Highway 70, thence over U.S. Highway 70 to Memphis, Ark., and return over the same route.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-331; Filed, Jan. 11, 1966;
8:47 a.m.]

[Notice 865]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

JANUARY 7, 1966.

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

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include de-

scriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

No. MC 113106 (Sub-No. 16), filed December 14, 1965. Applicant: THE BLUE DIAMOND COMPANY, a corporation, 4401 East Fairmount Avenue, Baltimore, Md., 21224. Applicant's representative: Chester A. Zyblut, 1000 Connecticut Avenue NW., Washington, D.C., 20036. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Urea, in bulk in dump vehicles, from Claymont, Del., to points in Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, and the District of Columbia.

HEARING: January 20, 1966, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Edward L. Boissere.

No. MC 115491 (Sub-No. 88), filed January 3, 1966. Applicant: COMMERCIAL CARRIER CORPORATION, Post Office Box 67, Auburndale, Fla. Applicant's representative: Thomas F. Kilroy, Federal Bar Building, 1815 H Street, NW., Washington, D.C., 20006. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packing-houses, from points in Iowa to points in North Carolina and South Carolina.

HEARING: January 20, 1966, in Room 401, Old Federal Office Building, Fifth and Court Avenues, Des Moines, Iowa, before Examiner Robert C. Bamford.

No. MC 106398 (Sub-No. 220) (Re-publication), filed December 16, 1963, published FEDERAL REGISTER issue of June 3, 1964, and republished this issue. Applicant: NATIONAL TRAILER CONVOY, INC., 1916 North Sheridan Road, Tulsa, Okla. Applicant's representative: Harold G. Hernly, 711 14th Street NW., Washington, D.C. By application filed December 16, 1963, as amended, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier, by motor vehicle over irregular routes, of trailers designed to be drawn by passenger automobiles in initial movements, in truckaway service, from points in California to points in the United States, including Alaska, but excluding Hawaii, subject to the exceptions that authority is not sought to transport the considered commodities (1) from points in Los Angeles County, Calif., La Habra and Costa Mesa in Orange County, Calif., and points in Riverside County, Calif., within 4 miles of Mira Loma, Calif., not including Riverside, Calif., to points in the United States, except those in Maine, Massachusetts, New Hampshire, Vermont, Con-

necticut, and Rhode Island, (2) from Anaheim, Calif., to points in the United States and (3) from Cucamonga, Cypress, and Santa Clara, Calif., to points in Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

A report of the Commission, division 1, decided November 9, 1965, and served November 26, 1965, 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, (1) of *trailers* designed to be drawn by passenger automobiles in initial movements in truckaway service, (a) from points in California (except La Habra, Costa Mesa, Anaheim, Cucamonga, Cypress, and Santa Clara, points in Los Angeles County, and points in Riverside County within 4 miles of Mira Loma, but not including Riverside), to points in Washington, Oregon, Nevada, Utah, Idaho, and Arizona; (b) from Oxnard, Calif., to points in Montana, Wyoming, Colorado, and New Mexico; and (c) from Hemet, Calif., to points in Texas; and (2) of *prefabricated buildings*, in sections, in truckaway service, from Corona, Chino, and Oxnard, Calif., to points in Washington, Oregon, Utah, Nevada, and Arizona; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; that a certificate authorizing such operations should be issued subject (1) to prior publication in the FEDERAL REGISTER of a notice of the authority actually granted herein; (2) to the condition that to the extent this authority may duplicate any authority presently held by applicant, it shall be construed as conferring only a single operating right; and (3) the right of the Commission, which it hereby expressly reserved, to impose such terms, conditions, or limitations in the future as it may find necessary to insure that applicant's operations shall conform to the provisions of section 210 of the Interstate Commerce Act.

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

No. MC 61592 (Sub-No. 62), filed December 20, 1965. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa, 52722. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Farm machinery and farm implements*, from Louisville, Ky., to points in Alabama, Arkansas, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Louisiana, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Vermont, and Wisconsin; (2) *pre-*

fabricated buildings, complete, knocked down or in sections and when transported in connection with the transportation of such buildings, *component parts* thereof, and *equipment and materials* incidental to the erection and completion of such buildings from New Albany, Ind., and points within one mile thereof, to points in Pennsylvania, Kentucky, Missouri, Ohio, and Illinois; (3) *flavoring syrup, liquid sugar and invert sugar*, in bulk, in tank vehicles, from Louisville, Ky., to points in Alabama, Arkansas, Florida, Georgia, Iowa, Louisiana, Maryland, Illinois, Indiana, Michigan, Minnesota, Mississippi, Missouri, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, Wisconsin, and the District of Columbia; (4) *agricultural machinery and implements and parts thereof* as described in Appendix XII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from Louisville, Ky., to points in West Virginia; and (5) *tractors* (not including tractors with vehicle beds, bed frames or fifth wheels) and *attachments, and parts thereof* when moving incidental to and in the same vehicle with tractors, except those which, because of size or weight require the use of special equipment, from Louisville, Ky., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Louisiana, Mississippi, North Carolina, Ohio, Oklahoma, South Carolina, Tennessee, Texas, Virginia, Colorado, Connecticut, Delaware, Iowa, Kansas, Maryland, Michigan, Minnesota, Missouri, Nebraska, New York, Pennsylvania, Vermont, Wisconsin, and West Virginia. NOTE: This is a matter directly related to MC-F-9303, published in FEDERAL REGISTER issue of November 29, 1965. If a hearing is deemed necessary, applicant does not specify location.

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-9310. Authority sought for purchase by GLOBAL VAN LINES, INC., 1 Global Way, Anaheim, Calif., of the operating rights of ALLSTAR MOVING & STORAGE, INC., 4521 North 124th Street, Butler, Wis. Applicant's attorney: Adolph J. Bieberstein, 121 West Doty Street, Madison, Wis., 53703. Operating rights sought to be transferred: *Household goods*, as defined by the Commission, as a *common carrier*, over irregular routes, between Milwaukee, Wis., and points within 8 miles thereof, on the one hand, and, on the other, points in Illinois, between Milwaukee, Wis., on the one hand, and, on the other, points in Indiana, Minnesota, and Iowa. Vendee is authorized to operate as a *common carrier*, in all States in the United States (except Alaska, Arizona, Hawaii, and Maine), and the District of Columbia.

Application has been filed for temporary authority under section 210a(b).

No. MC-F-9311. Authority sought for purchase by MID CONTINENT FREIGHT LINES, INC. (OKLA. CORP.), 11 Oak Street SE., Minneapolis, Minn., 55414, of a portion of the operating rights of CASEY HOBAN-BACH TRANSFER COMPANY, 129 Plymouth Avenue North, Minneapolis, Minn., 55414, and for acquisition by MID CONTINENT FREIGHT LINES, INC. (MINN. CORP.), of control of such rights through the purchase. Applicants' attorneys: Donald A. Morken, 1000 First National Bank Building, Minneapolis, Minn., 55402, and Leonard Juster, 311 Produce Bank Building, Minneapolis, Minn. Operating rights sought to be transferred: General commodities, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over irregular routes, between Minneapolis, St. Paul, St. Louis Park, Hopkins, Robbinsdale, Columbia Heights, Golden Valley, Fort Snelling, Brooklyn Center, McCarron's Lake, Richfield, New Brighton, Morning-side, Fridley, Edina, Redrock, Brown-dale, North St. Paul, South St. Paul, West St. Paul, Invergrove, St. Paul Park, Mendota, State Fair Grounds, Newport, and points in Rose Township, Ramsey County, Minn. Vendee is authorized to operate as a *common carrier* in Oklahoma, Missouri, Illinois, Texas, Minnesota, Wisconsin, Kansas, and Indiana. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9313. Authority sought for purchase by SPEAR ENTERPRISES, INC., doing business as UNITED TRUCK LINE, 675 Arthur Avenue, San Francisco, Calif., 94124, of the operating rights and property of FRED L. MATT, doing business as MATT TRANSFER & STORAGE, 851 Richards Boulevard, Sacramento, Calif., 95814, and for acquisition by GLENN SPEARS, also of San Francisco, Calif., of control of such rights and property through the purchase. Applicants' attorneys: M. J. Rosen, 140 Montgomery Street, San Francisco, Calif., 94104, and Marvin Handler, 405 Montgomery Street, Suite 1401, San Francisco, Calif., 94105. Operating rights sought to be transferred: Under a certificate of registration, in Docket No. MC-120017 (Sub-No. 1), covering the transportation of general commodities, as a *common carrier*, in intrastate commerce, within the State of California. Vendee is authorized to operate under a certificate of registration, in Docket No. MC-121056 (Sub-No. 1), in the State of California. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9314. Authority sought for purchase by IDEAL TRUCK LINES, INC., 912 North State, Norton, Kans., of the operating rights and certain property of IRA STUDDT, doing business as STUDDT TRUCK LINE, Concordia, Kans., and for acquisition by R. E. BLICKENSTAFF, C. D. BLICKENSTAFF, and FRED L. GILHOUSEN, all of Norton, Kans., of control of such rights and property through the purchase. Applicants' attorney: John E. Jandera, 641 Harrison,

Topeka, Kans. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, from Kansas City, Mo., to Concordia, Kans., serving the intermediate and off-route points of St. Joseph and North Kansas City, Mo., Kansas City, Kans., and points within 25 miles of Concordia, Kans.; *livestock, feed, and seeds*, from Concordia, Kans., to Kansas City, Mo., serving the intermediate and off-route points of St. Joseph and North Kansas City, Mo., Kansas City, Kans., and points within 25 miles of Concordia, Kans.; *empty containers*, from Concordia, Kans., to Kansas City, Mo., serving the intermediate and off-route points of St. Joseph and North Kansas City, Mo., Kansas City, Mo., and points within 25 miles of Concordia, Kans.; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between Glasco, Kans., and points within 10 miles thereof, on the one hand, and, on the other, Omaha and Lincoln, Nebr., and St. Joseph, Mo., from Kansas City, Mo., to Smith Center, Kans.; *household goods*, as defined by the Commission, between Concordia, Kans., and points within 25 miles thereof, on the one hand, and, on the other, St. Joseph and Kansas City, Mo.; *animal and poultry feeds*, from St. Joseph, Mo., to points in Washington, Clay, Dickinson, Ottawa, Cloud, Republic, Jewell, Mitchell, Lincoln, Osborne, Smith, Phillips, Rooks, Graham, and Norton Counties, Kans., those in Ellis, Saline, and Russell Counties, Kans., not within incorporated municipalities, and points in Jefferson, Saline, Fillmore, Thayer, Nuckolls, Clay, Adams, Webster, Franklin, Kearney, Phelps, Harlan, Furnas, and Red Willow Counties, Nebr., between points in Washington, Clay, Dickinson, Ottawa, Cloud, Republic, Jewell, Mitchell, Lincoln, Osborne, Smith, Phillips, Rooks, Graham, Norton, Ellis, Saline, and Russell Counties, Kans., on the one hand, and, on the other, points in Jefferson, Saline, Fillmore, Thayer, Nuckolls, Clay, Adams, Webster, Franklin, Kearney, Phelps, Harlan, Furnas, and Red Willow Counties, Nebr. Vendee is authorized to operate as a *common carrier* in Kansas, Missouri, Nebraska, and Colorado. Application has been filed for temporary authority under section 210a(b).

No. MC-F-9315. Authority sought for purchase by MATICH TRANSPORTATION COMPANY, 350 Valley Boulevard, Post Office Box 390, Colton, Calif., 92324, of the operating rights of PAUL A. THOLL, doing business as PAUL THOLL COMPANY, 800 Glendale Road, Sparks, Nev., 89431, and for acquisition by MARTIN A. MATICH and JOHN N. MATICH, both of 350 Valley Boulevard, Rialto, Calif., of control of such rights through the purchase. Applicants' attorney: R. Y. Schureman, 1010 Wilshire Boulevard, Los Angeles, Calif., 90017. Operating rights sought to be transferred: *Petroleum road oils and asphaltic emulsions*, in bulk, in tank trucks, maximum 6,000 gallons, as a *common car-*

rier, over irregular routes, between points in Nevada, between points in Nevada, on the one hand, and, on the other, points in Modoc, Lassen, Plumas, Sierra, Nevada, Placer, Eldorado, Alpine, and Mono Counties, Calif.; and *petroleum road oils and asphaltic emulsions*, in bulk, in tank trucks, minimum 6,000 gallons, from points in Nevada and destination points in the above-specified California counties, to points in Nevada and those destination points in the above-specified California counties which are not located on a railroad. Vendee is authorized to operate as a *common carrier* in California, Nevada, and Arizona. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-9316. Authority sought for purchase by GETTER TRUCKING INCORPORATED, East Cut Bank, Cut Bank, Mont., of the operating rights and certain property of ASSOCIATED TRUCKERS, INC., Box 198, Glendive, Mont. Applicants' representative: Ralph E. Getter, East Cut Bank, Cut Bank, Mont. Operating rights sought to be transferred: *Machinery, materials, equipment and supplies*, used in, or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum, and their products and by-products, and *machinery, materials, equipment, 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, except the stringing and picking up of pipe in connection with main or trunk pipelines, as a *common carrier*, over irregular routes, between points in North Dakota, that part of South Dakota west of the Missouri River, and on and north of U.S. Highway 14, and those in that part of Montana, on and east of a line beginning at Alzada, Mont., and extending along U.S. Highway 212 to Miles City, Mont., thence along Montana Highway 22 to Jordan, Mont., thence in a straight northwesterly direction to Malta, Mont., and thence over Montana Highway 19 to the United States-Canadian boundary. Vendee is authorized to operate as a *common carrier* in Montana, and Wyoming. Application has not been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-332; Filed, Jan. 11, 1966;
8:47 a.m.]

[Notice 867]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

JANUARY 7, 1966.

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

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

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

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

SPECIAL RULES OF PROCEDURE FOR HEARING

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

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of 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 be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

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

No. MC 906 (Sub-No. 58), filed January 6, 1965. Applicant: CONSOLIDATED FORWARDING CO., INC., 1300 North 10th Street, St. Louis, Mo., 63106. Applicant's representative: Thomas F. Kilroy, 1815 H Street NW., Federal Bar Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Cameron and Hidalgo Counties, Tex., to points in Louisiana, Arkansas, Oklahoma, Kansas, Nebraska, Missouri, Iowa, Minnesota, Wisconsin, Illinois, Kentucky, Tennessee, Indiana, Michigan, Ohio, West Virginia, Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Massachusetts, Vermont, New Hampshire, Maine, Rhode Island, and the District of Columbia.

HEARING: January 18, 1966, at the Baker Hotel, Dallas, Tex., before Examiner Frank R. Saltzman.

No. MC 115841 (Sub-No. 263), filed December 20, 1965. Applicant: **COLO-NIAL REFRIGERATED TRANSPORTATION, INC.**, 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from points in Cameron and Hidalgo Counties, Tex., to points in Louisiana, Nebraska, Wisconsin, Michigan, Illinois, Virginia, West Virginia, Pennsylvania, New York, New Jersey, Delaware, Connecticut, Vermont, New Hampshire, Maine, Massachusetts, Rhode Island, Kansas, Missouri, Iowa, Oklahoma, Arkansas, Mississippi, Indiana, Kentucky, Maryland, Tennessee, Alabama, Ohio, Georgia, and the District of Columbia.

HEARING: January 18, 1966, at the Baker Hotel, Dallas, Tex., before Examiner Frank R. Saltzman.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-333; Filed, Jan. 11, 1966;
8:48 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

JANUARY 7, 1966.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a) (6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the **FEDERAL REGISTER**, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State docket number assigned C-102, Case No. 2, filed December 10, 1965. Applicant: **HOOKE MOTOR FREIGHT, INC.**, 326 Pleasant Street SW., Grand Rapids 2, Mich. Applicant's representative: Walter N. Bieneman, Suite 1700, One Woodard Avenue, Detroit, Mich. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *General commodities* (1) between Pottersville, Mich., and Battle Creek, Mich., via M78; (2) between Battle Creek, Mich., and Nashville, Mich., via M66, (3) between Kalamazoo, Mich., and Battle Creek, Mich., via I94, and (4) the routes herein described shall be restricted against service to points not authorized otherwise.

HEARING: January 19, 1966, at 9:30 a.m., at the office of the Michigan Public Service Commission, Lewis Cass Building, Lansing, Mich. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Michigan Public Service Commission, Lewis Cass Building, Lansing, Mich., and should not be directed to the Interstate Commerce Commission.

State docket number assigned 4776, filed December 1, 1965. Applicant: **SHELBYVILLE EXPRESS, INC.**, 415 Fifth Avenue South, Nashville, Tenn. Applicant's representative: James L. Bomar, Shelbyville, Tenn. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *General commodities* (except Household goods, classes A and B explosives, commodities in bulk and articles requiring special equipment), between Nashville and Shelbyville, Tenn., as follows: From Nashville via U.S. Highway 41-A to Shelbyville, and return over the same route, serving all intermediate points, and all points within 5 miles of Shelbyville.

HEARING: February 8, 1966, at 9:30 a.m. at the Tennessee Public Service Commission, Courtroom C-1-110, Cordell Hull Building, Nashville, Tenn. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Tennessee Public Service Commission, C-1-110, Cordell Hull Building, Nashville, Tenn., and should not be directed to the Interstate Commerce Commission.

State docket number assigned No. 9743, filed December 24, 1965. Applicant: **SAIA MOTOR FREIGHT LINE, INC.**, Post Office Box 10157, Station No. 1, Naval Air Station, Houma, La. Applicant's representative: John L. Saia, 116 Central Avenue, Houma, La. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of: *General commodities*, from, to and between, including all points, New Orleans, La., on the one hand, and, the end of Louisiana Highway 23 south of Venice, La., serving all intermediate points: From, to and between New Orleans, La., on one hand, and the end of Louisiana Highway 39 south of Bohemia, La., serving all intermediate points. For the purposes of clarity, serving all points south of New Orleans on the roads that parallel the Mississippi River to the end of the respective roads.

HEARING: Date, time, and place of hearing to be hereafter fixed. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Louisiana Public Service Commission, Box 4035 Capitol Station, Baton Rouge, La., 70804, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 65-334; Filed, Jan. 11, 1966;
8:48 a.m.]

[Notice 1283]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 7, 1966.

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-68205. By order of December 30, 1965, the Transfer Board approved the transfer to American Sightseeing of St. Louis, Inc., St. Louis, Mo., of license in No. MC-12504, issued April 13, 1953, to Harold W. Baine, doing business as Mart Travel Bureau, St. Louis, Mo., authorizing service as a broker of passengers moving in round trip all-expense tours, beginning and ending at St. Louis, Mo., or at points within 50 miles thereof, and extending to all points in the United States. B. W. La Tourette, Jr., 314 North Broadway, St. Louis, Mo., 63102, attorney for applicants.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-335; Filed, Jan. 11, 1966;
8:48 a.m.]

[No. MC-C-4961]

FLOYD BOLICH

Petition for Declaratory Order

JANUARY 7, 1966.

Petitioner: **FLOYD BOLICH**, Rural Delivery No. 1, Box 45, Honeybrook, Pa. Petitioner's representative: Fred T. Cadmus III, West Chester, Pa.

By petition filed November 3, 1965, petitioner states he is engaged in the business of buying and selling sand, limestone, and gravel. Petitioner states that as an incident thereto and solely because of the distant location of the sand, limestone and gravel he is required to transport the material from neighboring states to his customers, specifically, from Honeybrook, Pa., to Tottenville, Staten Island, N.Y.; and that he believes he is not violating the Interstate Commerce Act by hauling in interstate commerce without a certificate. By the instant petition, petitioner requests a hearing be scheduled to determine whether he is engaged in a bona fide "buy and sell" business. 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, consisting of an original and six copies each.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-337; Filed, Jan. 11, 1966;
8:48 a.m.]

[No. MC-C-4000 (Sub-No. 3)]

GRAY LINE SCENIC TOURS, INC.

Petition for Individual Determination of Exempt Zone

JANUARY 7, 1966.

Petitioner: THE GRAY LINE SCENIC TOURS, INC., 1675 Mill Street, Reno, Nev. Petitioner's representative: Bertram S. Silver, 140 Montgomery Street, San Francisco, Calif., 94104.

By the instant petition, petitioner states that it is a common carrier by motor vehicle transporting passengers and their baggage under certificates pursuant to Docket No. MC 106170 and Sub numbers thereunder; and that it operates as a regular-route carrier and an irregular-route carrier under various certificates, in the transportation of passengers and their baggage to and from airports in and around the Reno and Lake Tahoe area, having authority from the state regulatory agencies of California and Nevada to serve the Tahoe Valley Airport and the Reno Municipal Airport, respectively. By the instant petition, petitioner requests the Commission for individual determination that the following area should be established as an exempt zone in the transportation by motor vehicle of passengers having an immediately prior or subsequent movement by air to or from the Reno Municipal Airport, Nev., or Tahoe Valley Airport, Calif.: All points in Ormsby, Storey, and Douglas Counties, Nev., points in Lyon County, Nev., west of U.S. Highway 95-A and Nevada Highway 3, and points in Washoe County, Nev., on and south of U.S. Highway 40—Interstate Highway 80, and points within

5 miles of U.S. Highway 80—Interstate Highway 80, and points within 20 miles of California Highway 89 in Sierra, Placer, Nevada, and El Dorado Counties, Calif., and points in Plumas County, Calif., on and south and east of California Highways 70 and 89.

Any person or persons desiring to participate in this proceeding, may, within 30 days from the date of publication in the FEDERAL REGISTER, file an appropriate pleading, consisting of an original and six copies each.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-338; Filed, Jan. 11, 1966;
8:48 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

JANUARY 7, 1966.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 40222—*Joint motor-rail rates—Southern Motor Freight.* Filed by Southern Motor Carriers Rate Conference, agent (No. 128), for interested carriers. Rates on property moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in southern territory, on the one hand, and points in middlewest and southwestern territories, on the other.

Grounds for relief—Motortruck competition.

Tariff—Supplement 20 to Southern Motor Carriers Rate Conference, agent, tariff MF-ICC 1338.

FSA No. 40223—*Joint motor-rail rates—Southern Motor Freight.* Filed by Southern Motor Carriers Rate Con-

ference, agent (No. 129), for interested carriers. Rates on property moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in southern territory, on the one hand, and points in middlewest and southwestern territories, on the other.

Grounds for relief—Motortruck competition.

Tariff—Supplement 1 to Southern Motor Carriers Rate Conference, agent, tariff MF-ICC 1392.

FSA No. 40224—*Joint motor-rail rates—Southern Motor Freight.* Filed by Southern Motor Carriers Rate Conference, agent (No. 130), for interested carriers. Rates on property moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in southern territory, on the one hand, and points in middlewest territory, on the other.

Grounds for relief—Motortruck competition.

Tariff—Supplement 1 to Southern Motor Carriers Rate Conference, agent, tariff MF-ICC 1392.

FSA No. 40225—*Returned shipments—soda ash or sodium sesquicarbonate.* Filed by Western Trunk Line Committee, agent (No. A-2436), for interested rail carriers. Rates on soda ash or sodium sesquicarbonate, in carloads, on shipments returned from original destinations in Arkansas, Illinois, Iowa, Louisiana, Minnesota, and Missouri, to original point of shipment at Stauffer and Westvaco, Wyo.

Grounds for relief—Carrier competition.

Tariffs—Supplements 141 and 207 to Western Trunk Line Committee, agent, tariffs ICC A-4411 and A-4396, respectively, and supplement 84 to Southwestern Freight Bureau, agent, tariff ICC 4526.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 66-336; Filed, Jan. 11, 1966;
8:48 a.m.]

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VOLUME 31 • NUMBER 7

Wednesday, January 12, 1966 • Washington, D.C.

PART II

Interstate Commerce Commission

Removal of Truckload Lot Restrictions



INTERSTATE COMMERCE COMMISSION

[Ex Parte No. MC-68]

REMOVAL OF TRUCKLOAD LOT RESTRICTIONS

JANUARY 12, 1966.

At a general session of the Interstate Commerce Commission, held at its Office in Washington, D.C., on the 7th day of December A.D. 1965.

I. The sole purpose of this proceeding is to determine whether the removal of "truckload lot" restrictions from all existing certificates of public convenience and necessity issued pursuant to section 206 or 207 of the Interstate Commerce Act, including those listed in appendix A to this order, is required by the present or future public convenience and necessity.

Truckload lot restrictions imposed by this Commission in motor carrier certificates have been variously phrased, but they generally have been construed as describing a service in which a shipment substantially filling the carrying capacity of a vehicle is received by the carrier from one shipper at one time and place. See, for example, Rates and Rules—Barbour Transp. Co., Inc., 34 M.C.C. 87; and Traveler's M. Freight, Inc.—Def. of Truckloads Only, 83 M.C.C. 613. These truckload lot limitations found their way into motor carrier authorities during the earlier days of regulation—usually in "grandfather" proceedings (Slagle Contract Carrier Application, 2 M.C.C. 127) but occasionally in the process of restrictively limiting an application so as to eliminate carrier opposition (Bareford Contract Carrier Application, 32 M.C.C. 611). For various reasons, including economy and efficiency of operations and the authorization of a comprehensive transportation service responsive to the public need, they no longer are employed in making new grants of authority. Osborne Extension—Lower Minimum Weight Shipments, 64 M.C.C. 553. This proceeding will determine whether the present or future public convenience and necessity demands, not only that new authorizations thus emphasize efficiency in our national transportation system, but also that operating restrictions which result in avoidable economic cost or which prevent common carriers from realizing their full service potential be removed from all present certificates. Removal of the truckload lot limitations would allow certificate holders to transport all traffic otherwise authorized without regard to the size and weight of the shipment tendered or to the carrying capacity of the transporting vehicle.

II. Based upon our experience in administering Part II of the Interstate Commerce Act, we have found in numerous proceedings that truckload lot restrictions in motor carrier operating rights create difficult interpretative problems and are hard to enforce. In our 69th Annual Report, at page 138, we

described the phrase "truckload lots" as "almost impossible to define with exactness." The restriction was also characterized as "nebulous" in *Bowman Transportation, Inc. v. United States*, 211 F. Supp. 354 (N.D. Ala. 1962). To be sure, these restrictions in their normal application are neither so patently ambiguous nor so incapable of common understanding as to require their removal for that reason alone. Nevertheless, in connection with carrier practices of relatively recent origin, this Commission has been called upon to determine, as an example, whether a "shipment" is, in fact, an aggregation of multiple less-than-truckload shipments not permitted to carriers whose operating rights contain truckload lot limitations, or a bona fide truckload shipment with multiple stops in transit for partial unloading which properly may be handled by such restricted carriers. Compare *Merchandise, Southwest Freight Lines, Inc.*, 51 M.C.C. 112, and *Various Commodities, Southwest Freight Lines, 51 M.C.C. 205*; with *Southwest Freight Lines Ext.—Removal of Restriction*, 98 M.C.C. 607. In the light of recent developments, then, this proceeding will also consider problems created by the indefiniteness of the truckload lot restriction, including the difficulty of policing and enforcing such a limitation properly. *Colonial Refrigerated Transp. Inc., Ext.—Bakery Goods*, 72 M.C.C. 733.

There is also good cause to believe that a truckload lot restriction carries with it today certain characteristics which are significantly different from those that may have obtained when these authorities were originally issued, and this constitutes yet another basis for the instant order. Thus, for example, a survey of motor carrier annual reports filed with this Commission for the year 1950 indicates that the average "truckload" weight carried by class I common carriers of general freight in that year (the first year for which these data were compiled) was 22,860 pounds; while, for the same carriers in 1963, the average "truckload" weight had risen to 28,360 pounds, or an increase of about 24 percent. This increase, we believe, is largely attributable to the commendable improvements which have been made in motor vehicle design, to improved highways, and to other significant advances in transportation technology. But, in short, it must be acknowledged that the size and carrying capacity of transportation equipment in general use have increased substantially since Federal motor carrier regulation commenced in 1935, and that the imposition of a truckload limitation prior to 1950 necessarily had to be in contemplation of a physical vehicular capacity smaller than that which now exists.

III. Oral hearings do not appear to be necessary at this time since it is not now contemplated that truckload lot restrictions will be removed from some certificates and retained in others depending on the individual respondent's proof respecting his particular needs. Respondents and other interested persons will be given an opportunity to pre-

sent their views and evidence, either in support of or in opposition to the action proposed in this order, in the form of verified statements to be filed as provided below. Matters other than the removal from all certificates of truckload lot restrictions in their various forms are beyond the scope of this proceeding and will not be considered. Respondents are hereby cautioned that this order does not at this time modify any of the certificates set forth in appendix A to this order.

It is ordered, That, based upon the foregoing explanation, a proceeding be, and it is hereby, instituted under Part II of the Interstate Commerce Act, and particularly sections 204(a) (1) and (6), 206, 207, and 208(a) thereof, and sections 4 and 12 of the Administrative Procedure Act, for the purpose of determining whether the present or future public convenience and necessity requires the removal of truckload lot restrictions from all outstanding certificates, including those shown in appendix A; and for the purpose of taking such other and future action as the facts and circumstances may justify or require.

It is further ordered, That the motor common carriers listed in appendix A to this order be, and they are hereby made respondents in this proceeding. Any other motor common carrier holding a certificate of public convenience and necessity issued pursuant to section 206 or 207 of the Act (not including certificates of registration issued pursuant to sections 206(a) (6) and (7) thereof) and containing a truckload lot restriction, which may have been overlooked in this order, be, and it is hereby, directed to file an appropriate pleading on or before February 11, 1966, describing in detail its restricted authority.

It is further ordered, That no hearings be scheduled for the receiving of oral testimony unless need therefor should later appear, but that respondents or any other interested person or persons are hereby directed and invited to show cause, if there be any, why the action proposed in this order should not be taken without further proceedings, by submitting for consideration written statements of facts, views, and arguments by filing with the Commission at its Office in Washington, D.C., on or before March 14, 1966, 40 copies of such statement in printed, mimeographed, or other similar form. One copy shall be signed and verified as to statements of fact. Replies to such statements may be filed with the Commission not later than April 4, 1966, in the same number and manner as stated for the filing of original statements. All such statements and replies will be considered as evidence and as a part of the record in the proceeding.

It is further ordered, That one copy of each such statement or reply received by the Commission be forwarded by the Secretary of the Commission to each of the Commission's district offices at the addresses shown on the attached appendix B, and there maintained for public inspection.

It is further ordered, That the Bureau of Enforcement of this Commission be, and it is hereby, authorized to submit for the record a statement of any facts in its possession bearing on the issues in this proceeding.

And it is further ordered, That a copy of this order be served upon all respondents; that a copy be delivered to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER; that copies be mailed to the Public Utilities Commissions or similar regulatory bodies of each State; and that a copy be posted in the Office of the Secretary of the Commission in Washington, D.C., for public inspection.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

Appendix A

1. No. MC-76—Mawson & Mawson, Inc. (Langhorne, Pa.):

Sheet No. 2—Irregular routes—Wrought steel pipe and fittings, in truckload lots, between Philadelphia, Pa., and points in Pennsylvania within 150 miles of Philadelphia, on the one hand, and, on the other, points in New Jersey and Delaware.

2. No. MC-126—Huey Motor Express, a corporation (Cincinnati, Ohio):

Sheet No. 2—Irregular routes—Cream, butter, eggs, lumber, roofing, and soap, in truckload quantities, from Cincinnati, Ohio, to points and places in Kentucky on and north of U.S. Highway 60, with no transportation for compensation on return, except as otherwise authorized herein.

3. No. MC-200—Riss & Company, a Delaware corporation (Kansas City, Mo.):

Sheets Nos. 8-11—Regular routes—General commodities except livestock:

Route No. 14, between Kansas City, Mo., and Springfield, Ill., serving the intermediate points of Excelsior Springs, Cameron, and Hannibal, Mo., and intermediate points between Hannibal, Mo., and Springfield, Ill., unrestricted; and intermediate points between Cameron, Mo., and Hannibal, Mo., restricted to truckload lots except for pickup of refrigerated products to be delivered at points beyond Cameron and Hannibal:

From Kansas City, Mo., over Alternate U.S. Highway 69 via North Kansas City, Mo., to junction U.S. Highway 69, thence over U.S. Highway 69 to Cameron, Mo., thence over U.S. Highway 36 via Brookfield, Mo., to Springfield, and return over the same route. Explosives, and general commodities, except those of unusual value, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading.

Routes Nos. 17, 17A, 17C, and 17D, between Chicago, Ill., and Denver, Colo., serving the intermediate points of Morris and Marselles, Ill., and Tama, Iowa, and the off-route points of Quincy, Ill., and Waterloo, Iowa, unrestricted; the intermediate points of Greeley and Sterling, Colo., and Chenoa, Ill., intermediate points between Chenoa, Ill., and Chicago, Ill., intermediate points between Greeley, Colo., and Sterling, Colo., and intermediate points on U.S. Highway 85 between Denver, Colo., and Greeley, Colo., for pickup and delivery, restricted to eastbound shipments of dried beans and onions, in truckload lots, and pickles, condiments, and canned foods and vegetables in truckload and less than truckload lots; all other intermediate points in Colorado for pickup, restricted to eastbound shipments of dried beans and onions, in truckload lots, pickles,

condiments, and canned foods and vegetables, in truckload and less than truckload lots; and all other intermediate points in Nebraska, Iowa, and Illinois, for delivery, restricted to eastbound shipments of dried beans and onions in truckload lots, and pickles, condiments, and canned foods and vegetables in truckload lots, and less than truckload lots, as follows:

From Chicago over U.S. Highway 66 to junction Alternate U.S. Highway 66, thence over Alternate U.S. Highway 66 to Joliet, Ill., thence over U.S. Highway 6 to Briarbluff, Ill., thence over unnumbered highway via Carbon Cliff, Ill., to Silvis, Ill., thence over Illinois Highway 92 to Moline, Ill., thence over U.S. Highway 6 to junction unnumbered highway (formerly U.S. Highway 6) near Victor, Iowa, thence over unnumbered highway via Victor, Carnforth, and Brooklyn, Iowa, to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 34, thence over U.S. Highway 34 to Greeley, Colo., thence over U.S. Highway 85 to Denver, and return over the same route; from Chicago over U.S. Highway 34 to junction Illinois Highway 92, thence over Illinois Highway 92 to Silvis, Ill., thence as specified immediately above to Denver, and return over the same route.

From Chicago over Alternate U.S. Highway 30 (formerly U.S. Highway 330) via Dixon, Ill., to junction unnumbered highway (formerly U.S. Highway 330, thence over unnumbered highway via Palmyra and Prairieville, Ill., to junction Alternate U.S. Highway 30 (formerly U.S. Highway 330), thence over Alternate U.S. Highway 30 via Sterling, Ill., to junction U.S. Highway 30, thence over U.S. Highway 30 to junction unnumbered highway (formerly U.S. Highway 30) near Fulton, Ill., thence over unnumbered highway to Fulton, thence over Illinois Highway 80 (formerly U.S. Highway 30) to junction U.S. Highway 30, thence over U.S. Highway 30 to Mount Vernon, Iowa, thence over Iowa Highway 94 (formerly U.S. Highway 30) to junction unnumbered highway (formerly U.S. Highway 30), thence over unnumbered highway to Cedar Rapids, Iowa, thence over U.S. Highway 30 to junction unnumbered highway (formerly U.S. Highway 30) near Tama, Iowa, thence over unnumbered highway via Montour, Iowa, to junction Iowa Highway 146 (formerly U.S. Highway 30), thence over Iowa Highway 146 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction unnumbered highway (formerly U.S. Highway 30), thence over unnumbered highway to Marshalltown, Iowa, thence over Iowa Highway 330 (formerly U.S. Highway 30) to junction U.S. Highway 30, thence over U.S. Highway 30 to junction unnumbered highway (formerly U.S. Highway 30) near Ralston, Iowa, thence over unnumbered highway via Ralston to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 138, thence over U.S. Highway 138 to Sterling, Colo., thence over U.S. Highway 6 to junction U.S. Highway 34, thence over U.S. Highway 34 to Loveland, Colo., thence over U.S. Highway 287 (formerly U.S. Highway 87) to Denver, and return over the same route.

From Chicago over U.S. Highway 66 to junction Alternate U.S. Highway 66, thence over Alternate U.S. Highway 66 via Gardner, Ill., to junction unnumbered highway (formerly U.S. Highway 66) near Gardner, Ill., thence continue over Alternate U.S. Highway 66 (formerly U.S. Highway 66) to junction U.S. Highway 66, thence over U.S. Highway 66 to junction unnumbered highway (formerly U.S. Highway 66) near Dwight, Ill., thence over unnumbered highway via Dwight to junction U.S. Highway 66, thence over U.S. Highway 66 to junction unnumbered highway (formerly U.S. Highway 66) near Odell, Ill., thence over unnumbered

highway via Odell to junction U.S. Highway 66, thence over U.S. Highway 66 to junction unnumbered highway (formerly U.S. Highway 66) near Pontiac, Ill., thence over unnumbered highway via Pontiac to junction U.S. Highway 66, thence over U.S. Highway 66 to junction unnumbered highway (formerly U.S. Highway 66) near Chenoa, Ill., thence over unnumbered highway to Chenoa, thence over U.S. Highway 24 to Peoria, Ill., thence over U.S. Highway 150 to Galesburg, Ill., thence over U.S. Highway 34 to Glenwood, Iowa, thence over U.S. Highway 275 to Omaha, Nebr., thence over U.S. Highway 6 to junction unnumbered highway (formerly U.S. Highway 6) near Dorchester, Nebr., thence over unnumbered highway to Dorchester, thence return over unnumbered highway to junction U.S. Highway 6, thence over U.S. Highway 6 to junction unnumbered highway (formerly U.S. Highway 6) near Lamar, Nebr., thence over unnumbered highway to Lamar, thence return over unnumbered highway to junction U.S. Highway 6, thence over U.S. Highway 6 to Denver, and return over the same route.

Sheets Nos. 34 and 35—Butter, eggs, and dressed poultry, in truckload lots:

Route No. 98, from Kansas City, Mo., to Cincinnati, Ohio, serving the intermediate points of Terre Haute and Indianapolis, Ind., for delivery only:

From Kansas City, Mo., over U.S. Highway 40 to junction Alternate U.S. Highway 40 (formerly U.S. Highway 40) near Greenville, Ill., thence over Alternate U.S. Highway 40 via Greenville, Mulberry Grove, and Vandalia, Ill., to junction U.S. Highway 40, thence over U.S. Highway 40 to junction unnumbered highway (formerly U.S. Highway 40) near Casey, Ill., thence over unnumbered highway via Casey and Martinsville, Ill., to junction U.S. Highway 40, thence over U.S. Highway 40 to junction unnumbered highway (formerly U.S. Highway 40), thence over unnumbered highway via Marshall, Ill., to junction U.S. Highway 40, thence over U.S. Highway 40 to junction unnumbered highway (formerly U.S. Highway 40) near Casey, Ill., and the off-route point of Camden, N.J., for delivery only:

Route No. 99, from Kansas City, Mo., to New York, N.Y., serving the intermediate points of Columbus, Ohio, Pittsburgh and Philadelphia, Pa., Baltimore, Md., and Jersey City, N.J., and the off-route point of Camden, N.J., for delivery only:

From Kansas City, Mo., to Indianapolis, Ind., over route as specified immediately above, thence over U.S. Highway 40 to junction Alternate U.S. Highway 40 (formerly U.S. Highway 40) near Norwich, Ohio, thence over Alternate U.S. Highway 40 via Norwich to junction U.S. Highway 40, thence over U.S. Highway 40 to Cambridge, Ohio, thence over U.S. Highway 22 to junction Pennsylvania Highway 60 (formerly U.S. Highway 22), thence over Pennsylvania Highway 60 via Moon Run and Crafton, Pa., to Pittsburgh, Pa., thence over U.S. Highway 30 to Gettysburg, Pa., thence over U.S. Highway 140 to Westminster, Md., thence over unnumbered highway (formerly U.S. Highway 140) via Reese and Sandyville, Md., to junction U.S. Highway 140, thence over U.S. Highway 140 to Baltimore, Md., thence over U.S. Highway 1 to New York, and return over the same route with no transportation for compensation except as otherwise authorized.

Route No. 100, from Chicago, Ill., to New York, N.Y., serving the intermediate points of Toledo and Cleveland, Ohio, and Buffalo, N.Y., for delivery only:

From Chicago over U.S. Highway 20 to Maumee, Ohio, thence over U.S. Highway 24 to Toledo, Ohio, thence over U.S. Highway 68 to Perrysburg, Ohio, thence over U.S.

Highway 20 to junction U.S. Highway 62, thence over U.S. Highway 62 to Buffalo, N.Y., thence return over U.S. Highway 62 to junction U.S. Highway 20, thence over U.S. Highway 20 to Auburn, N.Y., thence over New York Highway 5 to Syracuse, N.Y., thence over U.S. Highway 11 to Lafayette, N.Y., thence over U.S. Highway 20 to Albany, N.Y., thence over U.S. Highway 9W to junction U.S. Highway 1, thence over U.S. Highway 1 to New York, and return over the same route with no transportation for compensation except as otherwise authorized.

Butter and eggs, *in truckload lots*:

Route No. 101, from Kansas City, Mo., to Detroit, Mich., serving the intermediate point of Toledo, Ohio, for delivery only:

From Kansas City, Mo., to Indianapolis, Ind., as specified above, thence over U.S. Highway 31 to junction Indiana Highway 431 (formerly U.S. 31) near Carmel, Ind., thence over Indiana Highway 431 via Westfield, Ind., to junction U.S. Highway 31, thence over U.S. Highway 31 to Peru, Ind., thence over U.S. Highway 24 to Toledo, Ohio, thence over U.S. Highway 25 to Detroit, and return over the same route with no transportation for compensation except as otherwise authorized.

Sheet No. 37—Paper boxes, *in truckload lots only*:

Route No. 108, from Sand Springs, Okla., to Denver, Colo., serving no intermediate points:

From Sand Springs as specified above to Denver, and return over the same route with no transportation for compensation except as otherwise authorized.

Sheet No. 44—Catalogs and printed matter, *in truckload lots*, from Clarksburg, Charles Town, and Bluefield, W. Va., to points in West Virginia, with no transportation for compensation on return except as otherwise authorized.

Electrical supplies, *in truckload lots*, between Washington, D.C., on the one hand, and, on the other, points in West Virginia.

4. No. MC-258—Blue Bird Transfer, Inc. (Vancouver, Wash.):

Sheet No. 1—Regular routes—General commodities, *in truckload lots*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Vancouver, Wash., and Portland, Oreg., serving no intermediate points: From Vancouver over U.S. Highway 99 to Portland, and return over the same route.

5. No. MC-263—Garrett Freightlines, Inc. (Pocatello, Idaho):

Sheets Nos. 1-6—Regular routes—Household goods as defined by the Commission, and general commodities, except those of unusual value, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Pocatello, Idaho, and Buhl, Idaho, serving all intermediate points and the off-route points of Minidoka, Acequia, Paul, Oakley, Hazelton, Eden, Jerome, Wendell, and Gooding, Idaho: From Pocatello over U.S. Highway 30N to Burley, Idaho, thence over U.S. Highway 30 to Buhl, and return over the same route.

Between Idaho Falls, Idaho, and West Yellowstone, Mont., serving all intermediate points and the off-route points of Lewisville, Parker, Egin, Guild, Big Springs, Ririe, Felt, and Clawson, Idaho: From Idaho Falls over U.S. Highway 191 to West Yellowstone, and return over the same route.

Between Sugar City, Idaho, and Victor, Idaho, serving all intermediate points: From Sugar City over Idaho Highway 33 (formerly Alternate U.S. Highway 20) to Victor, and return over the same route.

Between Butte, Mont., and San Bernardino, Calif., serving all intermediate points except those on Utah Highway 69, and serving the off-route points of Hyde Park, Providence, Roy, Millville, Hyrum, Midvale, Draper, Toquerville, and La Verkin, Utah, Moapa, Nev., and Menan, Idaho:

From Butte over U.S. Highway 91 to junction Idaho Highway 35 (formerly unnumbered highway), thence over Idaho Highway 35 via Oxford and Clifton, Idaho to Dayton, Idaho, thence over Idaho Highway 86 (formerly unnumbered highway) to Preston, Idaho, thence over U.S. Highway 91 to Logan, Utah, thence over Utah Highway 69 (formerly U.S. Highway 89) to Brigham City, Utah (also from Logan over U.S. Highway 91 to Brigham City), thence over U.S. Highway 91 to Barstow, Calif., and thence over U.S. Highway 66 to San Bernardino, and return over these routes.

Between Tremonton, Utah, and Downey, Idaho, serving all intermediate points and the off-route points of Feilding, Washakie, and Portage, Utah: From Tremonton over unnumbered highway (formerly Utah Highway 41), via Garland, Utah, to junction U.S. Highway 191, thence over U.S. Highway 191 to Downey, and return over the same route.

Between Brigham City, Utah, and Burley, Idaho, serving all intermediate points and the off-route points of Stone, Naf, Standrod, Almo, Elba, and Albion, Idaho, and Nafton and Yost, Utah: From Brigham City over U.S. Highway 30S to Burley, and return over the same route.

Between San Bernardino, Calif., and Los Angeles, Calif., serving all intermediate points and the off-route points of Santa Ana, Burbank, Fullerton, and Glendale, Calif., and those in the Los Angeles Harbor commercial zone, as defined by the Commission, as follows: From San Bernardino over U.S. Highway 66 to Los Angeles, and return over the same route: from San Bernardino over U.S. Highway 395 to Colton, Calif., thence over U.S. Highway 99 to Los Angeles, and return over the same route.

From San Bernardino over U.S. Highway 395 to junction California Highway 18, thence over California Highway 18 to Riverside, Calif., thence over U.S. Highway 60 to junction Anaheim-Spadra Road, thence over Anaheim-Spadra Road to junction U.S. Highway 101, and thence over U.S. Highway 101 to Los Angeles, and return over the same routes; from San Bernardino to Riverside as specified above, thence over California Highway 18 to junction California Highway 10 and thence over California Highway 10 to Los Angeles; and return over the same route, serving farms, ranches, shearing camps, mines, and construction sites in Idaho, within 10 miles of the above-specified routes in Idaho, restricted to pickup and delivery of potatoes, fresh fruits, and vegetables, poultry, popcorn, wool, honey, and machinery, *in truckload lots only*.

General commodities, except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Salt Lake City, Utah, and Grand Junction and Durango, Colo., serving the intermediate points of Spanish Fork, Utah, and those between Spanish Fork and Salt Lake City, restricted to traffic moving to or from points southeast of Spanish Fork; all other intermediate points without restriction; and the off-route points of Mesa Verde National Park, Colo., restricted to truckload lots only, and Midvale and Sego, Utah, and McPhee and Delores, Colo., without restriction, as follows:

From Salt Lake City over U.S. Highway 91 via Springville, Utah, to Spanish Fork, Utah, thence over U.S. Highway 6 to Crescent

Junction, Utah (also from Springville over U.S. Highway 50 (portion formerly Alternate U.S. Highway 50) to Crescent Junction), and thence over U.S. Highway 6 to Grand Junction, and return over the same route; from Salt Lake City to Crescent Junction as specified above, thence over U.S. Highway 160 to Durango, and return over the same route.

Sheets Nos. 9 and 10—Gasoline, kerosene, and fuel oil, *in tank-trailer loads* (in tank vehicle to be substituted) restricted to traffic destined to points in Idaho north of a line extending east and west through Pocatello, Idaho. From Salt Lake City, Utah, to Pocatello, Idaho, serving no intermediate points; from Salt Lake City over U.S. Highway 91 to Brigham City, Utah, thence over U.S. Highway 191 to Pocatello, and return over the same route with no transportation for compensation except as otherwise authorized.

Gasoline, kerosene, and fuel-oil, *in tank truckloads* (in tank vehicles to be substituted). From Pocatello, Idaho, to Shoup, Idaho, restricted to traffic originating at points south of Pocatello, serving the intermediate points of Challis, Salmon, and Leadore, Idaho, for delivery only, as follows: From Pocatello over U.S. Highway 91 to Blackfoot, Idaho, thence over U.S. Highway 26 (formerly U.S. Highway 20) to junction Alternate U.S. Highway 93, thence over Alternate U.S. Highway 93 to junction U.S. Highway 93 thence over U.S. Highway 93 to North Fork, Idaho, and thence over unnumbered highway to Shoup, and return over the same route with no transportation except as otherwise authorized.

From Pocatello over U.S. Highway 91 to junction Idaho Highway 28, thence over Idaho Highway 28 to Salmon, Idaho, thence over U.S. Highway 93 to North Fork, and thence over unnumbered highway to Shoup, and return over the same route with no transportation for compensation except as otherwise authorized.

Ore and ore concentrates, *in truckloads*, from Shoup, Idaho, to Pocatello, Idaho, serving all intermediate points (except those between Mackay, Idaho, and Pocatello, and those between Roberts and Blackfoot, Idaho), for pickup only; from Shoup over the routes specified immediately above to Pocatello, and return over the same routes with no transportation for compensation except as otherwise authorized. Service authorized immediately above is restricted to traffic destined to points south of Pocatello.

Ore and concentrates, in bulk, *in truckloads*, restricted to traffic originating at points in Idaho north of a line extending east and west through Pocatello, Idaho, from Pocatello, Idaho, to Midvale, Utah, serving the intermediate and off-route points of Murray and Garfield, Utah, restricted to delivery only; from Pocatello over U.S. Highway 191 to Brigham City, Utah, thence over U.S. Highway 91 to Midvale, and return over the same route with no transportation for compensation, except as otherwise authorized.

Sub-No. 136—Sheet 17—Irregular routes—General commodities, except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, *in truckload lots*, between Spokane, Wash., on the one hand, and, on the other, points in that part of Idaho in and north of Idaho County, Idaho.

6. No. MC-531—Younger Brothers, Inc. (Houston, Tex.):

Sheet No. 1—Irregular routes—Lumber and timber, *in truckload lots*, over irregular routes, from Lake Charles, La., to Orange, Tex., with no transportation for compensation on return except as otherwise authorized.

7. No. MC-564—Dudley's Transcontinental Movers, a corporation (Lincoln, Nebr.):

Sheet No. 2—Irregular routes—Household goods as defined by the Commission, in truckloads, between Wenatchee, Wash., on the one hand, and, on the other, points in Idaho and Montana.

8. No. MC-730—Pacific Intermountain Express Co., a Nevada corporation (Oakland, Calif.):

Sheet No. 3—Regular routes—Service is authorized to and from all intermediate points and the off-route points of Arthur, Bingham Canyon, Dolomite, Garfield, Magna, Taylorville, Burmester, and Tooele, Utah, and Beowawe, Midias, Ruth, and Kimberly, Nev., without restriction, and San Jose, Calif., restricted to the pickup of alcoholic liquor in truckloads.

Sub-No. 52—Sheet No. 11—Irregular routes—Milk and milk products, in truckloads of not less than 25,000 pounds, from Modesto, Calif., to Los Angeles Harbor points (San Pedro, Wilmington, and Terminal Island), with no transportation for compensation on return except as otherwise authorized.

9. No. MC-906—Consolidated Forwarding Co., Inc. (St. Louis, Mo.):

Sheet Nos. 3-5—Regular routes—General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between St. Louis, Mo., and Chicago, Ill., as follows:

From St. Louis over U.S. Highway 66 to junction Alternate U.S. Highway 66, thence over Alternate U.S. Highway 66 to junction U.S. Highway 66, and thence over U.S. Highway 66 to Chicago; from St. Louis over Missouri Highway 99 to junction U.S. Highway 66, thence over U.S. Highway 66 to junction Alternate U.S. Highway 66, and thence, as specified above, to Chicago; from St. Louis over Alternate U.S. Highway 67 to Alton, Ill., thence over Illinois Highway 140 to Hamel, Ill., thence over U.S. Highway 66 to junction Illinois Highway 48, thence over Illinois Highway 48 to Fullerton, Ill., thence over U.S. Highway 54 to Onarga, Ill., thence over U.S. Highway 45 via Kankakee, Ill., to junction U.S. Highway 66, and thence over U.S. Highway 66 to Chicago.

From St. Louis to Kankakee, Ill., as specified above, thence over Illinois Highway 17 via Grant Park, Ill., to the Illinois-Indiana State line, thence over Indiana Highway 2 to junction U.S. Highway 41, and thence over U.S. Highway 41 to Chicago; from St. Louis to Grant Park, Ill., as specified above, thence over Illinois Highway 1 to Chicago; from St. Louis over U.S. Highway 40 to Effingham, Ill., thence over U.S. Highway 45 to Kankakee, Ill., and thence to Chicago as specified above; from St. Louis over U.S. Highway 66 to Springfield, Ill., thence over Illinois Highway 29 to Peoria, Ill., thence over U.S. Highway 24 to El Paso, Ill., thence over U.S. Highway 51 to La Salle, Ill., thence over U.S. Highway 6 to Joliet, Ill., and thence over Illinois Highway 4A to Chicago.

From St. Louis over U.S. Highway 66 to Bloomington, Ill., thence over U.S. Highway 51 to Rochelle, Ill. (also from Bloomington over U.S. Highway 51 to Rockford, Ill., and return over U.S. Highway 51 to Rochelle), thence over Alternate U.S. Highway 30 to St. Charles, Ill., and thence over Illinois Highway 64 to Chicago. Return over these routes to St. Louis.

Between Milwaukee, Wis., and Chicago, Ill.: From Milwaukee over Wisconsin Highway 42 to Kenosha, Wis., thence over Wisconsin Highway 60 to junction U.S. Highway

41, and thence over U.S. Highway 41 to Chicago, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Belshaw, Ind., Rochelle, La Salle, Rockford, Grant Park, Effingham, Vandalia, Highland, Champagne, Urbana, Mattoon, Aurora, Elgin, Ottawa, Pekin, Peoria, and El Paso, Ill., restricted to truckload lots; Belleville, Ill., restricted to pick-up of stoves only, and delivery of iron and steel bars and sheets only, in truckload lots, minimum 10,000 pounds and Litchfield, Springfield, Lincoln, Bloomington, Pontiac, Joliet, Edwardsville, Mitchell, Decatur, Farmer City, Onarga, Kankakee, Alton, Wood River, East Alton, Hamel, Waukegan, and North Chicago, Ill., Cudahy, South Milwaukee, Fox Point, Greendale, Carrollville, Racine, and Kenosha, Wis., points and places within 20 miles of Chicago, those in Missouri within 10 miles of St. Louis, Mo., and those in Illinois in the St. Louis, Mo.-East St. Louis, Ill., commercial zone, as defined by the Commission in 1 M.C.C. 656, without restriction.

Between Muskogee, Okla., and El Reno and Lawton, Okla.: From Muskogee over U.S. Highway 64 via Yahola and Tulsa, Okla., to Enid, Okla., thence over U.S. Highway 81 to El Reno.

Service is authorized to and from the intermediate points of Enid, Pawnee, Sand Springs, and Tulsa, Okla., and those between Tulsa and junction U.S. Highways 62 and 64 near Yahola, unrestricted; and the off-route points of Ponca City and Pawhuska, Okla., unrestricted; and from Tallant, Okla., as an off-route point, restricted to the pickup of Formaldehyde and Menthanol, in wooden or steel containers, in truckloads.

10. No. MC-936—Valley Motor Lines, Inc. (Fresno, Calif.):

Sheet No. 6—Irregular routes—Milk and milk products, in truckloads of not less than 25,000 pounds, from Modesto and Fresno, Calif., and points and places within 75 miles of Fresno, to San Francisco, Oakland, Richmond, and Alameda, Calif., with no transportation for compensation on return except as otherwise authorized.

11. No. MC-1187—Cushman Motor Delivery Company, a corporation (Chicago, Ill.):

Sheet Nos. 1-5—Regular and irregular routes—General commodities, over regular and irregular routes, as follows: (1) In the commercial areas of Chicago, Cincinnati, Dayton, Indianapolis, Detroit, and Milwaukee as described in appendix I, over irregular routes; (2) between all points within the area bounded as follows: Commencing at the junction of U.S. Highway 41 and U.S. Highway 30, over U.S. Highway 30 to its junction with Illinois Highway 31, thence over Illinois Highway 31 to its junction with U.S. Highway 20, thence over U.S. Highway 20 to its junction with U.S. Highway 41, north of Chicago, including all points on highways and that portion of the commercial zone of Chicago in Indiana within this area, over irregular routes; (3) between all points on regular routes described in appendix II over said routes, including commercial areas described in appendix I in the States of Illinois, Indiana, Kentucky, Michigan, Ohio, and Wisconsin, with the exception of routes 2 (c), (d), and (e), excluding from this exception that part of route 2(c) from Chicago, Ill., to St. Joseph, Benton Harbor, and Niles, Mich., over U.S. Highway 12 to St. Joseph or Benton Harbor, thence over U.S. Highway 31 from its junction with U.S. Highway 12 to Niles, also serving points between the junction of U.S. Highway 12 and Michigan Highway 40 over Michigan Highway 40 to Niles; and (4) between points in commercial and suburban areas described in the findings 1 and 2 above, and all points on regular routes,

on the one hand, and Toledo, Cleveland, Akron, Mansfield, Columbus, and Springfield, Ohio, and Coal City, Ill., on the other hand, limited to truckloads only, over irregular routes.

APPENDIX I

Points included in suburban areas—

1. With Milwaukee, Wis., the following suburban points: White Fish Bay, Shorewood, North Milwaukee, Wauwatosa, West Allis, Root Creek, Cudahy, Fox Point, Greendale, South Milwaukee, and intermediate points.

2. With Chicago, Ill., the following suburbs: Winnetka, Kenilworth, Wilmette, Evanston, Des Plaines, Park Ridge, Niles, Villa Park, Elmhurst, Bellwood, Maywood, Oak Park, York Center, Downers Grove, La Grange, Lyons, Berwyn, Cicero, Justice Park, Palos Park, Worth, Chicago Ridge, Oaklawn, Chicago Heights, Harvey, Blue Island, Dolton, Riverdale, Calumet City, and Burnhouse, Ill., East Chicago, Whiting, and Hammond, Ind., and intermediate points.

3. With Cincinnati, Ohio, the following suburban points: Westwood, Fairmount, Cumminsville, St. Bernard, Avondale, Norwood, Oakley, Linwood, and Sedansville, Ohio, and intermediate points; also Newport, Bellevue, Fort Thomas, Covington, Wilders, and Dayton, Ky.

4. With Detroit, Mich., the following suburban points: Lincoln Park, Ecorse, River Rouge, Wayne, Dearborn, Plymouth, Farmington, Southfield, Berkely, Royal Oak, Pleasant Ridge, Ferndale, East Detroit, Grosse Pointe Farms, and intermediate points.

APPENDIX II

REGULAR ROUTES

Route 1, between Chicago, Ill., and Milwaukee, Wis.:

(a) Over U.S. Highway 41, serving Kenosha, Wis., over Wisconsin Highway 50 from its junction with U.S. Highway 41, and serving Racine, Wis., over Wisconsin Highway 20 from its junction with U.S. Highway 41.

(b) Over Illinois Highway 42 to the Illinois-Wisconsin State line, thence over Wisconsin Highway 42 to Milwaukee.

Route 2, between Chicago, Ill., and Detroit, Mount Clemens, and Rochester, Mich.:

(a) Over U.S. Highway 20 to Elkhart, Ind.; thence over Indiana Highway 112 to its junction with U.S. Highway 112; thence over U.S. Highway 112 to Detroit, thence over U.S. Highway 25 to Mount Clemens, serving Rochester from Detroit, over U.S. Highway 10 to its intersection with Michigan Highway 150, thence over Michigan Highway 150 to Rochester, and also serving Jackson, Mich., over U.S. Highway 127 from its junction with U.S. Highway 112, and Ann Arbor, Mich., over U.S. Highway 23 from its junction with U.S. Highway 112.

(b) Over U.S. Highway 12 to its junction with U.S. Highway 112, thence over U.S. Highway 112 to Detroit, and further serving Mount Clemens and Rochester as set forth in route 2(a).

(c) Over U.S. Highway 12 to Detroit, thence over routes as set forth under route 2(a) to Rochester and Mount Clemens, Mich., also serving off-route points between St. Joseph, Mich., and Niles, Mich., over U.S. Highway 31 from its junction with U.S. Highway 12, and off-route points between the junction of U.S. Highway 12 and Michigan Highway 40 and Niles, Mich., over Michigan Highway 40.

In connection with the above-described route, also serving off-route points along U.S. Highway 31 from its junction with U.S. Highway 12 to Michigan Highway 89 over U.S. Highway 31; thence over Michigan Highway 89 to Fennville, Mich.; thence in a southerly direction over county roads through Grand Junction, Bangor, and Hart-

ford, Mich., to the junction with U.S. Highway 12; also serving Lansing, Mich., over U.S. Highway 127 from its intersection with U.S. Highway 12; also serving Flint, Mich., over U.S. Highway 23 from its intersection with U.S. Highway 12.

(d) Over U.S. Highway 12 to its intersection with Michigan Highway 78; thence over Michigan Highway 78 to its intersection with U.S. Highway 27; thence over U.S. Highway 27 to its intersection with U.S. Highway 16; thence over U.S. Highway 16 to Detroit, serving Mount Clemens and Rochester from Detroit as described in route 2(a).

(e) Over U.S. Highway 12 to its intersection with Michigan Highway 78; thence over Michigan Highway 78 to its intersection with U.S. Highway 27; thence over U.S. Highway 27 to Lansing, Mich.; thence over Michigan Highway 78 to its intersection with U.S. Highway 10; thence over U.S. Highway 10 to Detroit, serving Rochester from Michigan Highway 150 from its intersection with U.S. Highway 10, and also serving Mount Clemens from Detroit, over U.S. Highway 25.

(f) Over U.S. Highway 12 to its junction with U.S. Highway 112; thence over U.S. Highway 112 to junction with U.S. Highway 223; thence over U.S. Highway 223 to Toledo, Ohio, thence over U.S. Highway 24 to U.S. Highway 25 to Detroit, serving Mount Clemens and Rochester from Detroit as set forth in route 2(a); also serving off-route point, Dundee, over county roads from Blissfield, Mich.

(g) Over U.S. Highway 12 to its intersection with U.S. Highway 112; thence over U.S. Highway 112 to its intersection with U.S. Highway 23, thence over U.S. Highway 23 to Toledo, Ohio; thence over either U.S. Highway 24 or U.S. Highway 25 to Detroit, serving Mount Clemens and Rochester from Detroit as set forth in route 2(a); also serving Monroe, Mich., over Michigan Highway 50 from its intersection with U.S. Highway 23.

(h) Over U.S. Highway 41 to junction with U.S. Highway 30; thence over U.S. Highway 30 to Lima, Ohio; thence over U.S. Highway 25 to Toledo, Ohio; thence over either U.S. Highway 24 or U.S. Highway 25 to Detroit, serving Rochester and Mount Clemens from Detroit as set forth in route 2(a).

Route 3, between Chicago, Ill., and Cincinnati, Ohio:

(a) Over U.S. Highway 41 to its junction with U.S. Highway 52, thence over U.S. Highway 52 to Cincinnati, Ohio.

(b) Over U.S. Highway 41 to its intersection with U.S. Highway 52; thence over U.S. Highway 52 to its intersection with Indiana Highway 44; thence over Indiana Highway 44 to Liberty, Ind.; thence over U.S. Highway 27 to its junction with Ohio Highway 73; thence over Ohio Highway 73 to its junction with U.S. Highway 127; thence over U.S. Highway 127 to Cincinnati, serving Middletown, Ohio, over Ohio Highway 73 and Ohio Highway 4 from the junction of U.S. Highway 127.

(c) Over Illinois Highway 1 to junction with Illinois Highway 17; thence over Illinois Highway 17 to Indiana-Illinois State line; thence over Indiana Highway 2 to junction with U.S. Highway 41; thence over U.S. Highway 41 to junction with U.S. Highway 52; thence over U.S. Highway 52 to Cincinnati.

(d) Over U.S. Highway 41 to junction with U.S. Highway 52; thence over U.S. Highway 52 to junction with Indiana Highway 28; thence over Indiana Highway 28 to junction with U.S. Highway 41; thence over U.S. Highway 35 to junction with U.S. Highway 127; thence over U.S. Highway 127 to Cincinnati.

(e) Over U.S. Highway 41 to junction with U.S. Highway 30; thence over U.S. Highway 30 to Lima, Ohio; thence over U.S. Highway 25 to Cincinnati.

(f) Over U.S. Highway 41 to junction with U.S. Highway 30; thence over U.S. Highway 30 to Lima, Ohio; thence over U.S. Highway 25 to Dayton, Ohio; thence over Ohio Highway 4 to junction with U.S. Highway 127; thence over U.S. Highway 127 to Cincinnati.

Route 4, between Chicago, Ill., and Dayton, Ohio:

(a) Over U.S. Highway 41 to junction with U.S. Highway 52, thence over U.S. Highway 52 to junction with U.S. Highway 40; thence over U.S. Highway 40 to junction with Ohio Highway 49; thence over Ohio Highway 49 to Dayton.

(b) Over U.S. Highway 41 to junction with U.S. Highway 52; thence over U.S. Highway 52 to junction with Indiana Highway 28; thence over Indiana Highway 28 to junction with U.S. Highway 35; thence over U.S. Highway 35 to Dayton.

Also serving coordinately with the above-described routes in regular service the territory adjacent to Chicago, including such points as Elgin, Aurora, Joliet, and St. Charles, Ill., and more fully described as from junction of U.S. Highway 41 and U.S. Highway 30 over U.S. Highway 30 to its junction with Illinois Highway 31; thence over Illinois Highway 31 to its junction with U.S. Highway 20; thence over U.S. Highway 20 to Chicago.

Between junction U.S. Highway 30 and U.S. Highway 35 (west of Hamlet, Ind.) and junction U.S. Highway 35 and Indiana Highway 28 (near Anthony, Ind.), as an alternate route for operating convenience only: From junction U.S. Highway 30 and U.S. Highway 35 over U.S. Highway 35 to junction Indiana Highway 28, and return over the same route. Service is not authorized to or from the intermediate points.

12. No. MC-1222—The Reinhardt Transfer Company, a corporation (Portsmouth, Ohio): Sheets Nos. 5-7—Irregular Routes—Meats, fresh and smoked, and lard, in truckloads, from Cincinnati, Ohio, to Fairmont and Wheeling, W. Va., with no transportation for compensation on return except as otherwise authorized.

Iron and steel, and articles of iron and steel manufacture, in truckloads, from Huntington, W. Va., to points in Ohio, with no transportation for compensation on return except as otherwise authorized; from Ashland, Ky., to points in Ohio on Ohio Highway 7 between Chesapeake and Belpre, with no transportation for compensation on return except as otherwise authorized; from Ashland, Ky., and New Boston, Ohio, to St. Louis, Mo., Wheeling, W. Va., and points within 10 miles of Wheeling, with no transportation for compensation on return except as otherwise authorized.

Fire brick and fire clay, in truckload lots, from Oak Hill, Ohio, to Cambridge City, Ind., with no transportation for compensation on return except as otherwise authorized.

Petroleum products in containers, in truckload lots, from St. Mary's, W. Va., to Columbus, Springfield, and Dayton, Ohio, and Ashland, Ky., with no transportation for compensation on return except as otherwise authorized.

Shop machinery, in truckload lots, from Cambridge City, Ind., to points in Ohio, Michigan, and Illinois, with no transportation for compensation on return except as otherwise authorized.

Machine rolls, in truckload lots, between Cambridge City, Ind., and Akron, Ohio.

13. No. MC-1470—Columbus and Chicago Motor Freight, Incorporated (Columbus, Ohio):

Sub-No. 1—Sheets Nos. 2 and 3—Irregular routes—Wallpaper and wallpaper sample books, in truckloads, between Chicago, Ill., and Columbus, Ohio. From Chicago over U.S. Highway 41 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 33, thence over U.S. Highway 33 to Fort Wayne, Ind., thence over U.S. Highway 30 to Delphos, Ohio, thence over U.S. Highway 308 via Lima, Ohio, to Kenton, Ohio, and thence over Ohio Highway 31 to Columbus; from Chicago, Ill., to Lima, Ohio, as specified above, thence over U.S. Highway 25 to Dayton, Ohio, via Troy, Ohio, thence over Ohio Highway 4 to Springfield, Ohio, and thence over U.S. Highway 40 to Columbus; from Chicago, Ill., to Lima, Ohio, as specified above, thence over Ohio Highway 70 to Springfield, and thence to Columbus as specified above; and return over these routes to Chicago. From Joliet, Ill., to points on the above-specified routes.

Butter and oleomargarine, in truckloads, from Elgin, Ill., to points on the above-specified routes.

Roofing, roofing materials, and building paper, in truckloads, from Lockport, Ill., to points on above-specified route.

Metal shelving, cabinets and lockers, in truckloads, from Aurora, Ill., to points on the above-specified routes.

Hydraulic presses, machinery and parts thereof, in truckloads, from Mount Gilead, Ohio, to points on the above-specified routes. Perforated steel sheets and plates, in truckloads, from points on the above-specified routes to Mount Gilead, Ohio.

Flat glass, glass bottles and jars, in truckloads, from Mount Vernon, Ohio, to points on the above-specified routes.

Scrap metals, in truckloads, from Delaware, Ohio, to points on the above-specified route.

Metal rods, in truckloads, from points on the above-specified routes to Delaware, Ohio.

Metal ingots, in truckloads, from points on the above-specified routes to Marion, Ohio.

Rubber tires and tubes, in truckloads, from Newark, Ohio, to points on the above-specified route.

Chinaware, pottery and stoneware, in truckloads, from Roseville, Zanesville, South Zanesville, and Crooksville, Ohio, to points on the above-specified routes.

Salted hides and paper, in truckloads, from Chillicothe, Ohio, to points on above-specified routes.

Corn cob meal, in truckloads, from Circleville, Ohio, to points on the above-specified routes.

Canned goods, in truckloads, between Circleville, Ohio, and points on the above-specified routes.

Batteries, battery containers, battery parts, and materials and supplies used in the manufacture thereof, and machinery, in truckloads, between Lancaster, Ohio, and points on the above-specified routes.

Bricks, in truckloads, from Blacklick (Taylor Station), Ohio, to points on the above-specified routes.

Corrugated paper and corrugated paper containers, in truckloads, from Baltimore, Ohio, to points on the above-specified routes.

14. No. MC-1545—Henry J. Holten, doing business as Merchants Transfer & Storage (Sandpoint, Idaho):

Sheets Nos. 1 and 2—Irregular routes—Milk, flour, feed, soap, canned goods, sugar and salt, in truckload lots only, between Sandpoint, Idaho, on the one hand, and, on the other, points and places in Spokane and Pend Oreille Counties, Washington, Boundary, Benewah, Kootenai, and Shoshone

Counties, Idaho, and those in Sanders and Lincoln Counties, Mont.

Lumber, lath, shingles, in *truckload lots only*, and contractors' equipment, machinery, and incidental equipment, used in mines, sawmills, and road building, between points and places in Boundary, Bonner, Kootenai, and Shoshone Counties, Idaho, Spokane and Pend Oreille Counties, Wash., and those in Sanders and Lincoln Counties, Mont.

15. No. MC-1658—Norwalk Truck Lines, Inc., of Delaware (Norwalk, Ohio):

Sheet No. 19—Irregular routes—Linoleum and floor tile, in *truckload lots*, from Lancaster, Pa., to Washington, D.C., Columbus, Kenmore, and Warren, Ohio, Jamestown, and Syracuse, N.Y., points in New York within 75 miles of Syracuse, and points in that part of Maryland on and east of U.S. Highway 11, with no transportation for compensation on return except as otherwise authorized.

Confectionery, in *truckload lots*, from Elizabethtown and Mount Joy, Pa., to points in Ohio, with no transportation for compensation on return except as otherwise authorized.

Machinery, in *truckload lots*, from Lancaster, Pa., to Arrowhead, N.Y., with no transportation for compensation on return except as otherwise authorized.

16. No. MC-1872—Ashworth Transfer, Inc. (Salt Lake City, Utah):

Sheet No. 1—Irregular routes—Such commodities as require special equipment and handling by reason of their unusual weight, bulk, or length, and in connection therewith, materials and supplies not of unusual weight, bulk, or length, used or to be used in construction, road building, mining, telephone, or demolition projects, in *truckloads of not less than 4,000 pounds*, between points in Montana, Nevada, Utah, and Wyoming, points in Arizona north and west of the Colorado River points in Colorado on and west of U.S. Highway 85, and points in that part of Idaho south of, but not including, Idaho County, Idaho.

Such commodities as require special handling or special equipment by reason of weight or size, in *truckloads*, between points in Utah, Nevada, Idaho, Montana, Wyoming, Colorado, and Arizona.

Service authorized above is subject to the following restrictions: Service is not authorized between points served by railroad, where both origin and destination are located on a railroad line; service is not authorized to or from points in Nye, Esmeralda, and Mineral Counties, Nev.; service is not authorized to or from rail heads in Nevada where origin or destination is a point in Nevada; service is not authorized between points in Nevada, on the one hand, and, on the other, points in Arizona and Idaho.

17. No. MC-1939—Lola Weller, doing business as Reliable Transfer & Storage Company (Chickasha, Okla.):

Sheets Nos. 1 and 2—Irregular routes—Feed, in *truckload lots*, from points in Grady County, Okla., to Wichita and Hutchinson, Kans., with no transportation for compensation on return except as otherwise authorized.

Agricultural commodities, in *truckload lots*, from points in Grady County, Okla., to Wichita, Kans.; and agricultural implements and farm machinery, in *truckload lots*, from Wichita, Kans., to points in Grady County, Okla.

Cane syrup, in *truckload lots*, from Wichita Falls, Tex., to Chickasha, Okla., with no transportation for compensation on return except as otherwise authorized.

Cheese, in *truckload lots*, from Chickasha, Okla., to Wichita Falls, El Paso, Nocona, Gainesville, Whitesboro, McKinney, and Vernon, Tex., and points in that part of Texas north and west of a line beginning at the Texas-New Mexico State line and extending

along Texas Highway 116 (formerly Texas Highway 290) to junction U.S. Highway 62, thence along U.S. Highway 62 to junction U.S. Highway 82, thence along U.S. Highway 82 to Benjamin, Tex., and thence along Texas Highway 283 to the Texas-Oklahoma State line, including points on the indicated portions of the highways specified, with no transportation for compensation on return except as otherwise authorized.

Seed and display racks, in *truckload lots*, between Chickasha, Okla., and Wichita, Kans.

18. No. MC-2024—August E. Anderson, Jr. (Kankakee, Ill.):

Sub-No. 2—Sheet No. 1—Regular Routes—Malt beverages, in *truckloads*, from Fort Wayne, Ind., to Kankakee, Ill.; from Fort Wayne over U.S. Highway 30 to junction U.S. Highway 54, and thence over U.S. Highway 54 to Kankakee.

19. No. MC-2123—Superior Motor Transportation Co., Inc. (Roxbury, Mass.):

Sheet No. 2—Irregular routes—Iron, steel, and copper articles, wire, wire rods, and cables, in *truckload lots only*, over irregular routes, between Worcester, Mass., on the one hand, and, on the other, Providence, R.I., and points in Rhode Island and Massachusetts within eight miles of Providence.

Crude, reclaimed, and scrap rubber, in *truckload lots*, over irregular routes, between Boston and points in Massachusetts within ten miles of Boston, on the one hand, and, on the other, Bristol and Woonsocket, R.I.

20. No. MC-2132—Newburgh Transfer, Inc. (Newburgh, N.Y.):

Sheet No. 3—Irregular routes—General commodities, with exceptions as specified above (except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading) in *truckload lots*, over irregular routes, between Newburgh, N.Y., and Hartford, Conn.

21. No. MC-2229—Red Ball Motor Freight, Inc. (Dallas, Tex.):

Sub-No. 119—Sheet No. 13—Irregular routes—General commodities, except household goods as defined by the Commission, from points on the regular routes specified under Part (B) above, to Elizabeth, La., with no transportation for compensation on return except as otherwise authorized; from points on the regular routes specified under Part (B) above, except New Orleans and Baton Rouge, La., to Hammond and Covington, La., with no transportation for compensation on return except as otherwise authorized; from points on the regular routes specified under Part (B) above, except Shreveport and Alexandria, La., to Haynesville, Homer, Jonesboro, Ruston (restricted to *truckloads*), and Winnfield, La., with no transportation for compensation on return except as otherwise authorized.

22. No. MC-2234—Seaver's Express, Inc. (Milford, Mass.):

Sheet No. 3—Irregular routes—Nonalcoholic beverages, machinery, machine parts, iron and steel castings, in *truckload lots only*, from Boston, Milford, Hopedale, Millis, Cordaville, and Franklin, Mass., to Hartford, New Haven, Bridgeport, Stamford, Danbury, New London, Torrington, Taftville, Wauregan, Norwich, Danielson, North Grosvenordale, Meriden, Ansonia, South Norwalk, New Britain, and Bristol, Conn., and points and places in Rhode Island.

Building materials, in *truckload lots only*, from Boston, Milford, Hopedale, Millis, Cordaville, and Franklin, Mass., to New Haven, Conn., and points and places in Rhode Island.

Rubber products, in *truckload lots only*, from Boston, Milford, Hopedale, Millis, Cor-

daville, and Franklin, Mass., to South Norwalk, and New Haven, Conn.

Textile soaps, in *truckload lots only*, from Boston, Milford, Hopedale, Millis, Cordaville, and Franklin, Mass., to Bridgeton and Hope Valley, R.I.

Return, with no transportation for compensation except as otherwise authorized, to the above-specified origin points.

23. No. MC-2512—City Transfer & Storage Co., a corporation (Astoria, Oregon):

Sheets Nos. 2 and 3—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in *truckload lots only*, between Ilwaco, Wash., and points in Washington within 20 miles thereof, on the one hand, and, on the other, Portland, Oreg.

Cranberries, in *truckloads*, and empty cranberry containers, between Long Beach and Markham, Wash., on the one hand, and, on the other, Seaside and Coquille, Oreg.; between Markham, Wash., and Astoria, Oreg.

24. No. MC-2542—The Adley Corporation, doing business as Adley Express Company (New Haven, Conn.):

Sub-No. 4—Sheets Nos. 2 and 3—Regular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Alexandria, Va., and New York, N.Y., serving the intermediate points between Baltimore and Rising Sun, Md. (other than those within 6 miles of Baltimore, Md.), restricted to *truckload lots*; all other intermediate points without restriction; the off-route points of Bound Brook, N.J., those in the Philadelphia, Pa., commercial zone, as defined by the Commission in 17 M.C.C. 533, those in the Washington, D.C., commercial zone, as defined by the Commission in 3 M.C.C. 243, those within 6 miles of Baltimore, Md., and those within 5 miles of U.S. Highway 1 between Trenton and Elizabeth, N.J., without restriction; and Cedarhurst, Md., restricted to the pickup and delivery of distillery equipment and alcoholic liquors:

From Alexandria over U.S. Highway 1 to New York and return over the same route.

Between Washington, D.C., and New York, N.Y., serving the intermediate points of Elkton, Md., those between Elkton and Baltimore, Md. (other than those within 6 miles of Baltimore, Md.), and those between Ellicott City and Silver Spring, Md. (other than those within 6 miles of Baltimore, Md.), restricted to *truckload lots*; all other intermediate points without restriction; the off-route points of Edgewood, Edgewood Arsenal, Aberdeen Proving Grounds, and Fort Hoyle, Md., restricted to *truckload lots*; Cedarhurst, Md., restricted to the pickup and delivery of distillery equipment and alcoholic liquors; and Fort Meade, Md., and West Chester, Pa., without restriction; from Washington over U.S. Highway 29 to Ellicott City, Md., thence over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to junction U.S. Highway 1, and thence over U.S. Highway 1 to New York, and return over the same route.

Between Washington, D.C., and New York, N.Y., serving the intermediate points of Elkton, Md., and those between Elkton and Baltimore, Md. (other than those within 6 miles of Baltimore, Md.), those between Washington, D.C., and Baltimore, Md. (other than those within the Washington, D.C., commercial zone, as defined by the Commission in 3 M.C.C. 243, and other than those within 6 miles of Baltimore, Md.), re-

stricted to truckload lots; all other intermediate points without restriction; the off-route points of New Castle, Del., and Pennsville, N.J., and those in that part of New Jersey and New York bounded by a line beginning at the junction of U.S. Highway 1 and the Raritan River and extending through Highland Park, Dunellen, North Plainfield, Berkley Heights, Madison, Haver, Pine Brook, and Fairfield, N.J., to Paterson, N.J., thence through Hawthorne and Alpine, N.J., and Yonkers, N.Y., to New Rochelle, N.Y., thence through Jamaica and Lawrence, N.Y., to the Atlantic Ocean, and thence through Lower Bay and along the Raritan River to point of beginning, including the points named, without restriction; and Cedarhurst, Md., restricted to the pick-up and delivery of distillery equipment and alcoholic liquor:

From Washington over U.S. Highway 50 to junction U.S. Highway 301, thence over U.S. Highway 301 to junction Maryland Highway 2, thence over Maryland Highway 2 to Baltimore, Md., thence over U.S. Highway 40 to junction U.S. Highway 130, thence over U.S. Highway 130 to junction unnumbered highway (formerly U.S. Highway 130), thence over unnumbered highway via Gibbstown, Paulsboro, and Thorofare, N.J., to junction U.S. Highway 130, thence over U.S. Highway 130, to junction U.S. Highway 1, and thence over U.S. Highway 1 to New York, and return over the same route.

Between Bel Air, Md., and Aberdeen, Md., serving no intermediate points, but serving the off-route point of Cedarhurst, Md., restricted to the pickup and delivery of distillery equipment and alcoholic liquors: From Bel Air over Maryland Highway 22 to Aberdeen, and return over the same route.

Between Elkton, Md., and Rising Sun, Md., serving no intermediate points, but serving the off-route point of Cedarhurst, Md., restricted to the pickup and delivery of distillery equipment and alcoholic liquors: From Elkton over Maryland Highway 280 to Fair Hill, Md., and thence over Maryland Highway 273, to Rising Sun, and return over the same route.

Sub-No. 4—Sheets Nos. 5 and 6—Irregular routes—Roadbuilding machinery, in truckloads, between Franklin, Norfolk, and Suffolk, Va., Washington, D.C., and points in South Carolina, Maryland, and Pennsylvania.

Petroleum products, in containers, in truckload lots only, from Baltimore, Md., to Salem, N.J., with no transportation for compensation on return except as otherwise authorized.

25. No. MC-2770—Sanborn's Motor Express, Inc. (Norway, Maine):

Sheet No. 4—Irregular routes—Malt beverages, in truckload lots, from Portsmouth, N.H., and Roxbury, Mass., to points in that part of Maine west of a line extending northward from Kittery, Maine, along U.S. Highway 1 to junction Maine Highway 88, thence along Maine Highway 88 (formerly U.S. Highway 1) via Yarmouth, Maine, to junction U.S. Highway 1, thence along U.S. Highway 1 to junction Alternate U.S. Highway 1 south of Freeport, Maine, thence along Alternate U.S. Highway 1 (formerly U.S. Highway 1) via Freeport to junction U.S. Highway 1, thence along U.S. Highway 1 to Stockton Springs, Maine, and thence along Alternate U.S. Highway 1 (formerly U.S. Highway 1) to Bangor; and south of a line extending eastward from the New Hampshire-Maine State line along U.S. Highway 2 to Bangor, including points on the indicated portions of the highways specified; from Lawrence, Mass., to Lewiston, Maine.

26. No. MC-2998—Wolverine Express, Incorporated (Muskegon, Mich.):

Sheets Nos. 1-3—Regular routes—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 Traverse City, Mich., and Chicago, Ill., serving all intermediate points; and the off-route points of Spring Lake, Coopersville, Fountain, Baldwin, Aetna, Crystal Valley, Walkerville, Klondike, Interlocken, Bravo, Covert, Dennison, Fruitport, Custer, Hesperia, Wooster, Mears, Meads, Ferry, Arcadia, Macatawa, Pullman, Nunica, Free Soil, Walhalla, Bitely, Brohman, Cobmoosa, Volney, Grant, Frankfort, Pearl, Baroda, and Hamilton, Mich., and Todd Farm, located in Allegan County, Mich.; From Traverse City over Michigan Highway 37 to junction Michigan Highway 113, thence over Michigan Highway 113 to junction U.S. Highway 131, thence over U.S. Highway 131 to junction Michigan Highway 20, thence over Michigan Highway 20 to Muskegon, Mich. (also from Traverse City over U.S. Highway 31 to Muskegon), thence over U.S. Highway 31 to Benton Harbor, Mich., and thence over U.S. Highway 12 via Gary, Ind., to Chicago (also from Gary over U.S. Highway 20 to Chicago), and return over the same routes.

Between Fennville, Mich., and junction Michigan Highway 89 and U.S. Highway 31; serving all intermediate points; and the off-route points of Spring Lake, Coopersville, Fountain, Baldwin, Aetna, Crystal Valley, Walkerville, Klondike, Interlocken, Bravo, Covert, Dennison, Fruitport, Custer, Hesperia, Wooster, Mears, Meads, Ferry, Arcadia, Macatawa, Pullman, Nunica, Free Soil, Walhalla, Bitely, Brohman, Cobmoosa, Volney, Grant, Frankfort, Pearl, Baroda, and Hamilton, Mich., and Todd Farm, located in Allegan County, Mich.: From Fennville over Michigan Highway 89 to junction U.S. Highway 31, and return over the same route.

Between Saint Joseph, Mich., and the Michigan-Indiana State line; serving all intermediate points; and the off-route points of Spring Lake, Coopersville, Fountain, Baldwin, Aetna, Crystal Valley, Walkerville, Klondike, Interlocken, Bravo, Covert, Dennison, Fruitport, Custer, Hesperia, Wooster, Mears, Meads, Ferry, Arcadia, Macatawa, Pullman, Nunica, Free Soil, Walhalla, Bitely, Brohman, Cobmoosa, Volney, Grant, Frankfort, Pearl, Baroda, and Hamilton, Mich., and Todd Farm, located in Allegan County, Mich.: From Saint Joseph over U.S. Highway 31 to the Michigan-Indiana State line, and return over the same route.

Between Cleveland, Ohio, and Grand Haven and Muskegon, Mich., serving the intermediate points of Toledo, Ohio, Jackson and Grand Rapids, Mich., unrestricted; and all other intermediate points restricted to pick-up and delivery of truckload lots only, as follows: From Cleveland over U.S. Highway 20 to junction Ohio Highway 120, thence over Ohio Highway 120 to Toledo, Ohio, thence over U.S. Highway 23 to Dundee, Mich., thence over Michigan Highway 50 to Eaton Rapids, Mich., thence over Michigan Highway 99 to Lansing, Mich., thence over U.S. Highway 16 to junction Michigan Highway 104, thence over Michigan Highway 104 to Grand Haven, and return over the same route;

From Cleveland over the above-specified route to Toledo, thence over U.S. Highway 223 to junction U.S. Highway 127, thence over U.S. Highway 127 to Lansing, Mich., thence over U.S. Highway 16 to junction Michigan Highway 66, thence over Michigan Highway 66 to junction Michigan Highway 44, thence over Michigan Highway 44 to junction U.S. Highway 131, thence over U.S. Highway 131 to Grand Rapids, Mich., thence over U.S. Highway 16 to junction U.S. Highway 31, and thence over U.S. Highway 31 to Muskegon, and return over the same route.

Between Toledo, Ohio, and Flint, Mich., serving the intermediate points of Ann

Arbor and Pontiac, Mich., unrestricted; and all other intermediate points restricted to pick-up and delivery of truckload lots only, as follows: From Toledo over U.S. Highway 24 to Pontiac, Mich., thence over U.S. Highway 10 to Flint, and return over the same route; from Toledo over U.S. Highway 23 to junction U.S. Highway 16, thence over U.S. Highway 16 to Howell, Mich., and thence over an unnumbered highland via Highland and Holly, Mich., to Flint, and return over the same route.

Between Sturgis, Mich., and Kalamazoo, Mich., serving the intermediate points of Jackson and Battle Creek, Mich., unrestricted; and all other intermediate points restricted to pick-up and delivery of truckload lots only; and the off-route points within 2 miles of Kalamazoo, unrestricted: From Sturgis over U.S. Highway 112 to Somerset Center, Mich., thence over U.S. Highway 127 to Jackson, Mich., and thence over U.S. Highway 12 to Kalamazoo, and return over the same route.

Between Marshall, Mich., and Coldwater, Mich., serving all intermediate points: From Marshall over U.S. Highway 27 to Coldwater, and return over the same route.

Between Grand Rapids, Mich., and Holland, Mich., serving all intermediate points: From Grand Rapids over Michigan Highway 21 to Holland, and return over the same route.

Between Greenville, Mich., and Belding, Mich., serving all intermediate points: From Greenville over Michigan Highway 91 to Belding, and return over the same route.

Between Muskegon, Mich., and Toledo, Ohio, serving all intermediate points: From Muskegon over U.S. Highway 31 to Grand Haven, Mich., thence over Michigan Highway 104 (formerly Alternate U.S. Highway 16) to junction U.S. Highway 16, thence over U.S. Highway 16 to Lansing, Mich., thence over U.S. Highway 127 to junction U.S. Highway 223, thence over U.S. Highway 223 to Toledo, and return over the same route.

Sheet No. 6—Irregular routes—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, in truckload lots, between points in Michigan on the nine regular routes first described herein, on the one hand, and, on the other, Wilmette, North Chicago, Crystal Lake, Sycamore, Geneva, Lockport, Joliet, and Chicago Heights, Ill., and points in the Chicago, Ill., commercial zone as defined by the Commission.

27. No. MC-4197—Logan Transfer Co., a corporation (Huntington, W. Va.):

Sheet No. 1—Irregular routes—Malt beverages and oil and grease, in truckload lots, from Ashland and Leach, Ky., to Logan, W. Va., with no transportation for compensation on return except as otherwise authorized.

Carbide, in truckload lots, from Ivanhoe, Va., to Logan, W. Va., with no transportation for compensation on return except as otherwise authorized.

28. No. MC-4491—Great Coastal Express, Incorporated, a New Jersey corporation (Richmond, Va.):

Sheet No. 4—Irregular routes—Petroleum products, in truckloads, from Marcus Hook, Pa., to points in New Jersey; and . . .

Clothing and dry goods, in truckloads, between points in New Jersey, on the one hand, and, on the other, Cambridge, Md.

Household goods, as defined by the Commission, and new furniture, in truckloads, between points in New Jersey, on the one hand, and, on the other, points in New York, and Pennsylvania within 50 miles of New York, N.Y., and Philadelphia, Pa., respectively.

29. No. MC-4941—Quinn Freight Lines, Inc. (Brockton, Mass.):

Sub-No. 4—Sheet 3—Irregular routes—Canned goods, in truckload lots, from points

in Queen Annes, Talbot, Caroline, Dorchester, Wicomico, Somerset, and Worcester Counties, Md., to New York, N.Y., Jersey City, Hoboken, Bayonne, Newark, Elizabeth, New Brunswick, Trenton, and Camden, N.J., Philadelphia, Pa., Washington, D.C., and Richmond, Va.

Seafood, in truckload lots, from points in Somerset, Dorchester, and Talbot Counties, Md., to New York, N.Y., Jersey City, Hoboken, Bayonne, Newark, Elizabeth, New Brunswick, Trenton, and Camden, N.J., Philadelphia, Pa., Washington, D.C., and Richmond, Va.

Building supplies (not including paint, hardware, steel and plumbing goods), in truckload lots, from Philadelphia, Pa., to Washington, D.C.

Fish and herring roe, in cans or barrels, in truckload lots, from Richmond, Va., to New York, N.Y.

30. No. MC-5888—Mid-American Truck Lines, Inc. (Kansas City, Mo.):

Sheet No. 5—Irregular routes—Tractors, farm and dairy machinery, supplies, equipment, and parts, and building materials and equipment, between St. Joseph, Mo., and points and places within 100 miles of St. Joseph, on the one hand, and, on the other, Joliet, Ill., unrestricted, and Canton, East St. Louis, and Rock Falls, Ill., and points and places in the Chicago, Ill., commercial zone, supra, restricted to truckload lots only.

31. No. MC-6051—Elroy Francis Cronin, doing business as Cronin-Joyce Express (Malden, Mass.):

Sheets Nos. 1 and 2—Irregular routes—Toy novelties, cushion pads, woolen sweaters, drugs, and spices, in truckload lots only, from Medford, and Malden, Mass., to New York, N.Y., with no transportation for compensation on return except as otherwise authorized.

Silk rayon, electric cable, and canned goods, in truckload lots only, from New York, N.Y., to Malden, and Boston, Mass., with no transportation for compensation on return except as otherwise authorized.

Woolen yarn, in truckload lots only, from Malden, Mass., to Phenix, and Providence, R.I., with no transportation for compensation on return except as otherwise authorized; from Passaic, N.J., to Boston, Mass., with no transportation for compensation on return except as otherwise authorized.

Cloth shoddy, in truckload lots only, from Malden, Mass., to Phenix, and Providence, R.I., with no transportation for compensation on return except as otherwise authorized.

32. No. MC-6078—D. F. Bast, Inc. (Allentown, Pa.):

Sheet No. 1—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, silk, rayon, and products and materials of textile mills, commodities in bulk, and those injurious or contaminating to other lading, in truckloads, between Allentown, Pa., and points within 30 miles of Allentown, on the one hand, and, on the other, points in Delaware, the District of Columbia, Maryland, New Jersey, and New York.

33. No. MC-6450—Edw. Conen Transportation Corp. (Kearney, N.J.):

Sheet No. 2—Irregular routes—General commodities, with exceptions as specified above (except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading) in truckload lots, over irregular routes, between Philadelphia, Pa., and Camden, N.J., on the one hand, and, on the other, Newburgh, Poughkeepsie, and Pirthcliffe, N.Y.

34. No. MC-6461—B-Line Transport Co., Inc. (Spokane, Wash.):

Sheets Nos. 1 and 2—Irregular routes—Groceries, in truckload lots only, between Spokane, Wash., on the one hand, and, on the other, Missoula, Mont., and points in Boundary, Bonner, Kootenai, Benewah, Shoshone, Latah, Nez Perce, and Clearwater Counties, Idaho, and those in that part of Montana on and west of the 114th meridian.

Petroleum and petroleum products in packages and containers, in truckload lots only, between points in Washington, Missoula, Mont., those in Boundary, Bonner, Kootenai, Benewah, Shoshone, Latah, Nez Perce, and Clearwater Counties, Idaho, those in that part of Montana on and west of the 114th meridian, and those in that part of Oregon on and north of the 44th parallel.

Ore (not including coal), binder twine, boats, poles, pilings, agricultural products, in truckload lots only, and livestock, between points in Washington, that part of Oregon on and north of the 44th parallel, that part of Montana on and west of a direct north and south line extending from the northwest corner of Wyoming to the boundary of the United States and Canada, and those in Boundary, Bonner, Kootenai, Benewah, Shoshone, Latah, Nez Perce, and Clearwater Counties, Idaho.

35. No. MC-7075—Nemasket Transportation Company, Inc. (Middleboro, Mass.):

Sheet No. 2—Irregular routes—Lubricating oil and grease, in truckload lots, from Providence, R.I., to Brookfield, Chelsea, Fall River, and Worcester, Mass.

36. No. MC-7555—Textile Motor Freight, Inc. (Ellerbe, N.C.):

Sheets Nos. 2-5—Irregular routes—Cotton, in truckloads only, from McColl, S.C., and points in South Carolina within 25 miles of McColl, to points in North Carolina within 150 miles of McColl, with no transportation for compensation on return except as otherwise authorized.

Paper, in truckload lots only, from Richmond, Va., to Charlotte, N.C., with no transportation for compensation on return except as otherwise authorized.

Canned goods, in truckload lots only, from Philadelphia and Biglerville, Pa., and Bridgeton, N.J., to points in North Carolina and South Carolina, with no transportation for compensation on return except as otherwise authorized; from Swedesboro, N.J., to points in North Carolina, with no transportation for compensation on return except as otherwise authorized.

Textile products, in truckload lots only, from Cheraw, Hartsville, and McColl, S.C., and Bladenboro, Laurel Hill, Laurinburg, Monroe, and Vass, N.C., to Baltimore, Md., Conshohocken, Philadelphia, Scranton, and Carlisle, Pa., Red River, N.J., and New York, N.Y.

Fibre cones, in truckload lots only, from Philadelphia, Pa., to Cheraw, S.C., Charlotte, N.C., and points in North Carolina within 50 miles of Charlotte, with no transportation for compensation on return except as otherwise authorized.

Fertilizer and fertilizer materials, in truckload lots only, from Wilmington, N.C., to McColl, S.C., and points in North Carolina and South Carolina within 25 miles of McColl, with no transportation for compensation on return except as otherwise authorized.

Hardware, in truckload lots only, from Philadelphia and York, Pa., Richmond, Lynchburg, and Suffolk, Va., and Trenton, N.J., to Monroe, Charlotte, and Fayetteville, N.C., Columbia, Charleston, Greenville, and Spartanburg, S.C., and points in Chester-

field, Darlington, Florence and Marlboro Counties, S.C., with no transportation for compensation on return except as otherwise authorized.

Felt-base rugs, in truckload lots only, from Philadelphia, Pa., and Wilmington, Del. to Charlotte and Monroe, N.C., and Columbia and Charleston, S.C., with no transportation for compensation on return except as otherwise authorized.

Paint, in truckload lots only, from Philadelphia, Pa., to Charlotte and Monroe, N.C., with no transportation for compensation on return except as otherwise authorized.

Plumbing supplies, in truckload lots only, from Philadelphia, Pa., and Richmond, Va., to Charlotte, N.C., and Columbia and Florence, S.C., with no transportation for compensation on return except as otherwise authorized.

Roofing materials, in truckload lots only, from Philadelphia and York, Pa., to Charlotte, Lincoln, and Raleigh, N.C., and Kershaw and Columbia, S.C., with no transportation for compensation on return except as otherwise authorized.

Petroleum products, in containers, in truckload lots only, from Marcus Hook, Pa., to Charlotte, N.C., and Columbia, S.C., with no transportation for compensation on return except as otherwise authorized.

Bicarbonate of soda, in truckload lots only, from Jersey City and Grasselli, N.J., to Hartsville, S.C., with no transportation for compensation on return except as otherwise authorized.

Asphalt, in truckload lots only, from Charleston, S.C., to Laurinburg and Aberdeen, N.C., with no transportation for compensation on return except as otherwise authorized.

37. No. MC-7716—Germann Bros. Motor Transportation, Inc. (Aberdeen, Ohio):

Sheet No. 2—Irregular routes—Brick, sand, gravel, and cement, in bulk, in truckloads, from Maysville, Ky., and points in Kentucky within ten miles of Maysville to points in Ohio on and south of U.S. Highway 40, with no transportation for compensation on return, except as otherwise authorized.

38. No. MC-7731—Eagle Truck Transport, Inc. (Philadelphia, Pa.):

Sheets Nos. 1 and 2—Irregular routes—Commodities generally, except those of unusual value, and except high explosives, livestock, milk, household goods, tobacco, alcoholic beverages, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, over . . .

(b) Irregular routes, in truckload lots, from Philadelphia, Pa., to Palmerton, Reading and Allentown, Pa., and Penns Grove, Belvidere, Atlantic City, Bridgeton, Pausboro, and Wildwood, N.J., returning empty.

39. No. MC-7920—Herriott Trucking Company, Inc. (East Palestine, Ohio):

Sheets Nos. 5 and 6—Irregular routes—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 points in Columbiana County, Ohio, on the one hand, and, on the other, points in Pennsylvania, and that part of West Virginia north of U.S. Highway 40, restricted to truckload lots of not less than 5000 pounds.

40. No. MC-7971—American Security Moving & Storage Co., Inc. (East Point, Ga.):

Sub-No. 7—Sheet No. 2—Irregular routes—Bakery goods, advertising matter, and display racks, in truckload lots, from New York, N.Y., to Jersey City, Newark, Paterson, and Perth Amboy, N.J., and Mount Vernon, N.Y., with no transportation for compensation on return except as otherwise authorized.

41. No. MC-8296—Hickman Lines, Inc. (Salem, W. Va.):

Sub-No. 1—Sheets Nos. 1 and 2—Regular routes—Between Pittsburgh, Pa., and Grant Town, W. Va., and between Norristown, Pa., and Morgantown, W. Va., as follows:

Malt beverages, in truck loads, from Pittsburgh over U.S. Highway 19 to Waynesburg, Pa., thence over Pennsylvania Highway 218 to junction West Virginia Highway 7, thence over West Virginia Highway 7 to Westover, W. Va., thence over U.S. Highway 19 to Rivesville, W. Va., and thence over unnumbered highway to Grant Town; from Norristown over U.S. Highway 202 to Paoli, Pa., thence over U.S. Highway 30 to Gettysburg, Pa., thence over Pennsylvania Highway 116 to Zora, Pa., thence over Pennsylvania Highway 116 to Waynesboro, Pa., thence over Pennsylvania Highway 316 to junction Maryland Highway 60, thence over Maryland Highway 60 to Hagerstown, Md., thence over U.S. Highway 11 to Winchester, Va., thence over U.S. Highway 50 to junction West Virginia Highway 42, thence over West Virginia Highway 42 to junction Maryland Highway 38, thence over Maryland Highway 38 to junction Maryland Highway 39, thence over Maryland Highway 39 to junction West Virginia Highway 7, and thence over West Virginia Highway 7 to Morgantown; and empty malt-beverage containers, from Grant Town to Pittsburgh, and from Morgantown to Norristown, over the above-specified routes. Service is not authorized to or from intermediate points.

42. No. MC-8948—Western Gillette, Inc. (Los Angeles, Calif.):

Sheets Nos. 23 and 24—Regular routes—General commodities, except live animals including poultry, articles of extraordinary value, bulk liquids not in containers, and classes A and B explosives, in truckloads of 10,000 pounds or more, except return loads of empty containers, between points in California, and points in Arizona, serving all intermediate points on the specified regular routes, as follows:

From Los Angeles, Los Angeles Harbor, Long Beach, Alhambra, Artesia, Beverly Hills, Brea, Burbank, El Segundo, Fullerton, Glendale, Hollywood, Hollywood, Hynes, North Hollywood, Norwalk, Pasadena, Redondo Beach, San Fernando, Santa Fe Springs, Santa Monica, Van Nuys, Venice, and Whittier, and all points on paved roads intermediate between Los Angeles and any of the above-named points, over irregular routes to junction U.S. Highway 66, thence over U.S. Highway 66 to the California-Arizona State line, and thence over irregular routes to points and places on U.S. Highway 89 between junction U.S. Highway 66 and unnumbered highway near Marble Canyon, Ariz., those on unnumbered highway between junction U.S. Highway 89 near Marble Canyon, Ariz., and Lee's Ferry, Ariz., inclusive, and those in that part of Arizona south of a line beginning at the Nevada-Arizona State line and extending along U.S. Highway 466 to Kingman, Ariz., thence along U.S. Highway 66 to Holbrook, Ariz., and thence along U.S. Highway 180 to the Arizona-New Mexico State line, including points on the indicated portions of the highways specified, and return over irregular routes to junction regular route, thence over regular route to junction irregular routes, and thence over irregular routes to the specified California origin points.

From the immediately above-specified California points over irregular routes to junction U.S. Highway 60 or Interstate Highway 10 (formerly U.S. Highway 70), thence over U.S. Highway 60 to Indio, Calif. (or over Interstate Highway 10 to junction unnumbered highway, thence over unnumbered highway via Guasti, Calif., to junction Interstate Highway 10 (formerly U.S. Highway 70), thence over Interstate Highway 10 to Indio, Calif.) thence over U.S. Highway 60 to the California-Arizona State line, and thence

over irregular routes to the Arizona points specified immediately above, and return over irregular routes to junction regular routes, thence over regular routes to junction irregular routes, and thence over irregular routes to the immediately above-specified California origin points.

From the immediately above-specified California points to Indio as specified immediately above, thence over California Highway 86 to El Centro, Calif., thence over U.S. Highway 80 to the California-Arizona State line, and thence over irregular routes to the Arizona points specified immediately above, and return over irregular routes to junction regular routes, thence over irregular routes to the specified California origin points.

Sheets Nos. 26 and 27—Irregular routes—Malt, brewery supplies, hardware, feed, groceries, composition roofing material, and iron pipe, in truckload lots, from San Francisco and Oakland, Calif., to Carson City, Stewart, Minden, and Gardnerville, Nev., with no transportation for compensation on return except as otherwise authorized.

Salt, in truckload lots, from Newark, Calif., to Minden and Gardnerville, Nev., with no transportation for compensation on return except as otherwise authorized.

Wood, in truckload lots, from points in California within 25 miles of State line, Calif., including State line, to Minden and Gardnerville, Nev., with no transportation for compensation on return except as otherwise authorized.

Livestock and wool, in truckload lots, between points in Alpine, El Dorado, Mono, and Placer Counties, Calif., Douglas, Lyon, Ormsby, and Storey Counties, Nev., those in Washoe County, Nev., within 50 miles of Reno, including Reno, and those in Mineral County, Nev., northwest of a line parallel to the southeast boundary of Mineral County and extending from the California-Nevada State line through Luning, Nev., to the northeast boundary of Mineral County; between points in the immediately above-specified California and Nevada Counties, on the one hand, and, on the other, Sacramento, Calif.

Mining and milling machinery and equipment, in truckload lots, between points in Alpine County, Calif., Douglas, Lyon, Storey, and Ormsby Counties, Nev., those in Nye, Esmeralda, and Mineral Counties, Nev., located more than 10 miles from the rail routes of the Tonopah and Goldfield Railroad, those in Washoe County, Nev., on and south of U.S. Highway 40, and those in California on and within 40 miles of U.S. Highway 40 between Sacramento and the California-Nevada State line, including Sacramento.

Machinery and equipment, used, dismantled mining and milling, in truckloads, minimum 20,000 pounds, between San Francisco, Oakland, Emeryville, Berkeley, Hayward, Stockton, and Pittsburg, Calif., on the one hand, and, on the other, points in Nye, Esmeralda, and Mineral Counties, Nev., which are located more than 10 miles from the right-of-way of the following railroads: Tonopah and Goldfield Railroad Co. and Southern Pacific Co.

Sub-No. 56—Sheets Nos. 2 and 3—Regular routes—Petroleum and petroleum products, except asphalt and heavy oils requiring special heated equipment, in truckloads, from points in California to the United States-Mexico boundary, serving no intermediate points on the regular routes as follows:

From Los Angeles and points within 30 miles of Los Angeles over irregular routes to junction U.S. Highway 60, thence over U.S. Highway 60 to Beaumont, Calif. (also

from the above-specified origin points over irregular routes to junction Interstate Highway 10 (formerly portion U.S. Highway 70), thence over Interstate Highway 10 to Beaumont), and thence over Interstate Highway 10 (formerly portion U.S. Highway 99) to junction California Highway 86 (formerly portion U.S. Highway 99), thence over California Highway 86 to the United States-Mexico boundary line, and return over the regular routes to junction irregular routes, thence over irregular routes to the specified origin points, with no transportation for compensation except as otherwise authorized.

From Los Angeles and points within 30 miles of Los Angeles over irregular routes to junction California Legislative Highway 72 (formerly portion U.S. Highway 101), thence over California Legislative Highway 72 to junction U.S. Highway 101, thence over U.S. Highway 101 to Doherty Park, Calif. (also from the above-specified origin points over irregular routes to junction California Highway 1 (formerly Alternate U.S. Highway 101), thence over California Highway 1 to Doherty Park), and thence over U.S. Highway 101 to the United States-Mexico boundary line, and return over the regular routes to junction irregular routes, thence over irregular routes to the specified origin points, with no transportation for compensation except as otherwise authorized.

Irregular routes, liquid petroleum products, except asphalt and heavy oils requiring special heated equipment, in bulk, in tank truckloads (in tank vehicles to be substituted), from Los Angeles, Calif., and points within 30 miles of Los Angeles, to points in Arizona except that service is not authorized to any onrall bulk storage facility in Arizona except at Tucson, Casa Grande, Coolidge, Gila Bend, Yuma, Buckeye, Mesa, Phoenix, Peoria, Wickenburg, Prescott, and Springerville, Ariz.

43. No. MC-9411—Laura W. Frerichs, doing business as Frerichs Freight Lines (Belleville, Ill.):

Sheet No. 1—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading in truckload lots, between St. Louis, Mo., on the one hand, and, on the other, Moro, Litchfield, Hillsboro, Panama, Trenton, and Belleville, Ill.

44. No. MC-10291—Theodore H. Heilig, doing business as Harvey Steckbeck Freight Line (Lebanon, Pa.):

Sheet No. 2—Irregular routes—Iron and steel products, machinery and machinery parts, wood patterns, and women's wearing apparel, on hangers, in truckload lots, from Lebanon, Pa., to points and places in New York, New Jersey, Maryland, Delaware, Virginia, West Virginia, and the District of Columbia, within 150 miles of Lebanon.

45. No. MC-10321—J. A. Carman Trucking Company, Inc. (Prattsville, N.Y.):

Sheet No. 3—Irregular routes—Petroleum and petroleum products, in truckload lots only, from Bayonne, N.J., and Philadelphia, Pa., and points in that part of Pennsylvania, New Jersey, and Delaware within 25 miles of Philadelphia, to Albany and Catskill, N.Y., points in that part of New York and Massachusetts within 25 miles of Albany, and those in that part of New York and Massachusetts within 25 miles of Catskill.

Coal, in truckload lots only, from Scranton, Pa., and points within 25 miles of Scranton, to Prattsville, N.Y.

Milk and milk products, in truckload lots only, from Prattsville, N.Y., to Bordentown and Hackettstown, N.J., and Philadelphia, Pa.

Farm products, fertilizer, groceries, meat, and meat scraps, in truckload lots only, from

New York, N.Y., and points in New York and Connecticut within 25 miles of New York, N.Y., and Jersey City, N.J., and points within 25 miles of Jersey City to Albany, Catskill, Cobleskill, Kingston, Newburgh, Oneonta, and Saugerties, N.Y., and points within 15 miles of each.

Return, with no transportation for compensation except as otherwise authorized, to the above-specified origin points.

46. No. MC-10472—Byers Transportation Company, Inc. (Kansas City, Mo.):

Sheet No. 2—Regular routes—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 Kansas City, Kans., and East St. Louis, Ill., serving intermediate and off-route points in the St. Louis, Mo.—East St. Louis, Ill., commercial zone, as defined by the commission, and points in the Kansas City, Mo.—Kansas City, Kans., commercial zone, as defined by the Commission, without restriction; and the off-route points of Belleville and Alton, Ill., restricted to truckload lots only: From Kansas City over U.S. Highway 40 to East St. Louis, and return over the same route.

Sheet No. 3—Irregular routes—Petroleum products, in containers, soap, cleaning compounds, fresh meat and packinghouse products, in truckload lots, from Kansas City, Kans., to points in Missouri, with no transportation for compensation on return except as otherwise authorized.

Paint, varnish, and painters' supplies, in truckload lots, from Kansas City, Mo., to Topeka, Fort Scott, Hutchinson, Wichita, Salina, and Coffeyville, Kans., with no transportation for compensation on return except as otherwise authorized.

Paper and paper articles, in truckload lots, from St. Joseph, Mo., to Topeka, Wichita, Hutchinson, Fort Scott, Salina, and Coffeyville, Kans., with no transportation for compensation on return except as otherwise authorized.

47. No. MC-10872—Be-Mac Transport Company, Inc. (St. Louis, Mo.):

Sheets Nos. 1-3—Regular routes—General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk and those requiring special equipment, in truckload shipments:

Between Clinton, Okla., and Hobart, Okla.: From Clinton over U.S. Highway 183 to Junction Oklahoma Highway 9, thence over Oklahoma Highway 9 to Hobart. Service is not authorized to or from intermediate points of Clinton.

Between Oklahoma City, Okla., and Altus, Okla.: From Oklahoma City over U.S. Highway 277 to Chickasha, Okla., thence over U.S. Highway 81 to Waurika, Okla., thence over Oklahoma Highway 5 to Frederick, Okla., thence over U.S. Highway 183 to Snyder, Okla., and thence over U.S. Highway 62 to Altus. Service is authorized to and from the intermediate points of Chickasha, Duncan, Temple, Walters, and Frederick, Okla.

Between Chickasha, Okla., and Lawton, Okla.: From Chickasha over U.S. Highway 277 to Lawton. Service is not authorized to or from intermediate points.

Between Joplin, Mo., and Davis, Okla.: From Joplin over Missouri Highway 43 to Seneca, Mo., thence over U.S. Highway 60 to Junction U.S. Highway 69, thence over U.S. Highway 69 to McAlester, Okla., thence over U.S. Highway 270 to Calvin, Okla., and over Oklahoma Highway 12 to Soullen, Okla., and thence over Oklahoma Highway 7 to Davis.

Service is authorized to and from the intermediate points of Muskogee, McAlester, and Ada, Okla.

Between Muskogee, Okla., and Webbers Falls, Okla.: From Muskogee over U.S. Highway 64 to Webbers Falls. Service is not authorized to or from intermediate points.

Between Sapulpa, Okla., and Oklahoma City, Okla.: From Sapulpa over U.S. Highway 75 to Henryetta, Okla., thence over U.S. Highway 62 to Meeker, Okla., thence over Oklahoma Highway 18 to Shawnee, Okla., and thence over U.S. Highway 270 to Oklahoma City. Service is authorized to and from the intermediate points of Okmulgee and Shawnee, Okla.

Between Oklahoma City, Okla., and Ardmore, Okla.: From Oklahoma City over U.S. Highway 77 to Ardmore. Service is authorized to and from the intermediate points of Pauls Valley and Davis, Okla.

Between Pauls Valley, Okla., and Lindsay, Okla.: From Pauls Valley over Oklahoma Highway 19 to Lindsay. Service is not authorized to or from intermediate points.

Return over these routes to the above-specified origin points.

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment:

Between St. Louis, Mo., and Oklahoma City, Okla.: From St. Louis over U.S. Highway 68 via Vinita, Okla., to Oklahoma City. Service is authorized to and from the intermediate points of Springfield and Joplin, Mo., Tulsa, Sapulpa and Bristow, Okla., and the off-route point of Picher, Okla.

Between St. Louis, Mo., and Elk City, Okla.: From St. Louis, Mo., as specified above to Vinita, Okla., thence over U.S. Highway 60 to Bartlesville, Okla., thence over Oklahoma Highway 23 to Barnsdall, Okla., thence over Oklahoma Highway 11 to Pawhuska, Okla., thence over U.S. Highway 60 to Enid, Okla., thence over U.S. Highway 81 to El Reno, Okla., and thence over U.S. Highway 66 to Elk City. Service is authorized to and from the intermediate points of Bartlesville, Enid, Kingfisher, and El Reno, Okla. Restriction: Shipments over this route between Vinita and Elk City, restricted to truckloads.

Sub-No. 25—Sheet No. 1—Regular route—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, in truckload shipments, between Pharoah, Okla., and Calvin, Okla., as an alternate route for operating convenience only in connection with carrier's regular route operations, serving no intermediate points: From Pharoah over U.S. Highway 75 to Calvin, and return over the same route.

48. No. MC-10955—Renner Motor Lines, Inc. (Akron, Ohio):

Sub-No. 2—Sheet No. 1—Irregular routes—Petroleum products, in containers, grease guns, fittings for oil pumps and grease equipment, in truckloads, over irregular routes, from Bradford, Pa., to Akron, Mansfield, Marion, and Lima, Ohio; and

49. No. MC-11669—North Braddock Motor Lines, Inc. (North Braddock, Pa.):

Sheets Nos. 1 and 2—Regular routes—General commodities, except those of unusual value, and except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, from Pittsburgh, Pa., to Boston, Mass., in truckload lots only, as follows: From Pittsburgh over the above-described routes to New York, N.Y., and thence over U.S. Highway 1 to Boston, and return with no transportation

for compensation except as otherwise authorized, over these routes to Pittsburgh. Service is authorized to and from the intermediate and off-route points of Bridgeport, New Haven, and New Britain, Conn., Providence, R.I., and those in Pennsylvania, New Jersey, and New York specified above.

50. No. MC-11918—Arthur H. Bowen and William S. Bowen, a partnership, doing business as Bowen Brothers (Revere, Mass.):

Sheet No. 1—Irregular routes—Concrete pipe, concrete pipe handling machinery and equipment incidental thereto, in truckloads, from Swampscott and Mansfield, Mass., and Merrimack, N.H., to points and places in Massachusetts, New Hampshire, Connecticut, Rhode Island, Vermont, and Maine, within 200 miles of Swampscott, Mansfield, and Merrimack.

Building material manufactured of or containing clay, machinery for handling such commodities, and equipment incidental thereto, in truckloads, from Revere, Mass., to points and places in New Hampshire, Connecticut, Rhode Island, Vermont, and Maine, within 200 miles of Revere.

Return with no transportation for compensation except as otherwise authorized, to the above-specified origin points.

51. No. MC-13087—Stockberger Transfer & Storage, Inc. (Mason City, Iowa):

Sub-No. 16—Sheet No. 2—Irregular routes—Hides and pelts, in truckload lots only, from Mason City, Iowa, to Chicago, Ill., with no transportation for compensation on return except as otherwise authorized.

Meat and packinghouse products, in truckload lots only, between Mason City, Iowa, and Chicago, Ill.

52. No. MC-14979—Beegee Transportation Corp. (Long Island, N.Y.):

Sheet No. 2—Irregular routes—Gas ranges and stoves, uncrated, and parts thereof, in truckloads, from Hatboro, Pa., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Rhode Island, Virginia, and the District of Columbia.

53. No. MC-15945—Bringwald Transfer, Inc. (Vincennes, Ind.):

Sheets Nos. 1 and 2—Irregular routes—Fresh fruits and vegetables, in truckloads, from Vincennes, Ind., and points within 60 miles of Vincennes, to Louisville, Ky., St. Louis, Mo., points in Illinois, and those in that part of Ohio on, and south of U.S. Highway 40, from the Indiana-Ohio State line to Columbus, and on and west of Ohio Highway 3, from Columbus to Cincinnati, with no transportation for compensation on return except as otherwise authorized.

General commodities, except articles of unusual value, and except livestock, 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, in truckloads, between Vincennes, Evansville, Bedford, New Albany, Princeton, Shoals, Sullivan, Jasper, and Terre Haute, Ind., on the one hand, and, on the other, Henderson and Louisville, Ky., St. Louis, Mo., Cincinnati, Ohio, and points in Illinois.

Carnival equipment and supplies, in truckloads, between points in Indiana and Illinois.

Household goods, as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, in truckloads, between points in Knox County, Ind., on the one hand, and, on the other, St. Louis, Mo., Henderson and Louisville, Ky., and points in Illinois and Ohio.

54. No. MC-18738—Sims Motor Transport Lines, Inc. (Chicago, Ill.):

Sheets Nos. 2 and 3—Regular routes—Iron and steel products, and refrigeration equipment, in truckload lots only, from South Bend over the above-specified route to Chicago. Service is not authorized to or from

intermediate points on the above-specified routes.

Between Marion, Ind., and Chicago, Ill., as follows:

Glass products, *in truckload lots only*, from Marion over Indiana Highway 21 to Peru, Ind., thence over U.S. Highway 24 to Kentland, Ind., thence over U.S. Highway 41 to Chicago. Service is authorized to intermediate and off-route points in the Chicago Ill., commercial zone, as defined by the Commission in 1 M.C.C. 673, for delivery only; and

Refrigeration equipment, empty beer containers, and pitch, *in truckload lots only*, from Chicago over the above-specified route to Marion. Service is not authorized to or from intermediate points.

Between Chicago, Ill., and Terre Haute, Ind., as follows:

Soap, ammonia, dog food, canned eggs and glycerin, *in truckload lots only*, from Chicago over U.S. Highway 41 to Terre Haute, Ind.; and scrap iron, steel, and metals, *in truckload lots only*, from Terre Haute over the above-specified route to Chicago. Service is not authorized to or from intermediate points on the above-specified routes.

Between Chicago, Ill., and Fort Wayne, Ind., as follows:

Packinghouse products and produce *in truckload lots only*, from Chicago over U.S. Highway 20 to South Bend, Ind., thence over U.S. Highway 33 to junction U.S. Highway 30, and thence over U.S. Highway 30 to Fort Wayne; from Chicago over U.S. Highway 41 to junction U.S. Highway 30, thence over U.S. Highway 30 to Fort Wayne; and

Iron and steel articles, *in truckload lots only*, from Fort Wayne over the above-specified routes to Chicago.

Service is not authorized to or from intermediate points on the above-specified routes.

From Chicago, Ill., to Dunkirk, Ind.: Cullit, *in truckload lots only*, from Chicago over U.S. Highway 41 to Kentland, Ind., thence over U.S. Highway 24 to Peru, Ind., thence over Indiana Highway 21 to Gas City, Ind., thence over Indiana Highway 22 to Hartford City, Ind., thence over Indiana Highway 26 to junction Indiana Highway 167, and thence over Indiana Highway 167 to Dunkirk, with no transportation for compensation on return, except as otherwise authorized. Service is authorized to the intermediate point of Hartford City, for delivery only.

From Chicago, Ill., to Muncie, Ind.: Soap and roofing materials, *in truckload lots only*, from Chicago to Gas City as specified above, thence over Indiana Highway 21 to Jonesboro, Ind., and thence over U.S. Highway 35 to Muncie, with no transportation for compensation on return, except as otherwise authorized. Service is not authorized to or from intermediate points.

From Waukegan, Ill., to Indianapolis, Ind.: Iron and steel articles, *in truckload lots only*, from Waukegan over Illinois Highway 42A to Chicago, and thence to Indianapolis as specified above, with no transportation for compensation on return, except as otherwise authorized. Service is not authorized to or from intermediate points.

55. No. MC-19432—Emilio C. Bruno (Chelsea, Mass.):

Sheet No. 1—Regular routes—Groceries and light machinery, *in truckload lots*, over a regular route, between Boston, Mass., and Providence, R.I.: From Boston over Massachusetts Highway 1A to the Massachusetts-Rhode Island State line, thence over Rhode Island Highway 1A to Providence, and return over the same route. Service is not authorized to or from intermediate points.

56. No. MC-20994—Inter-City Auto Freight, Inc. (Tacoma, Wash.):

Sheet No. 3—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods

as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, *in truckload lots only*, between Tacoma, Wash., on the one hand, and, on the other, points in Pierce County, Wash., within 10 miles of Tacoma.

57. No. MC-21571—Scherer Freight Lines, Inc. (Ottawa, Ill.):

Sub-No. 16—Sheets Nos. 4-6—Regular routes—Fresh meats, fresh meats (lightly salted), dressed poultry, glands (animal), butter, eggs (including frozen eggs), oleomargarine, packinghouse products, cooked, cured or preserved meats, and sausage, lard and shortening, lard compounds and substitutes, sandwich spreads, peanut butter, cheese and cheese makers supplies, sausage casings, bones, hoofs and horns (animal), tails and switches (cattle), grease, tallow and stearine, hides, pelts, skins and trimmings, oils (oleo, cooking, vegetable, lard, neat-foot and tallow) soap, soap powder, washing compound, soda and alkali products, blue (solid and liquid), feed (animal or poultry), fertilizer and fertilizer materials, antifreeze compounds, glycerin, canned goods (in tin, glass or earthenware), tinware, cheese color, butter color and ice cream color, lime (common) pipe, extracts (including Rennet extract), advertising matter, bouillon cubes, beverages viz cereal, non-intoxicating liquors, malt, ale, beer, beer tonic, porter or stout, and beverages, flavored or phosphated (such as birch beer, ginger ale, root beer or sarsaparilla), not including extracts, syrups or alcoholic liquors, *in truckloads only*:

Between Sheboygan, Wis., and Shawano, Wis.: From Sheboygan over U.S. Highway 141 to Green Bay, Wis., thence over Wisconsin Highway 29 to Shawano (also from Green Bay over Wisconsin Highway 32 to junction Wisconsin Highway 160, thence over Wisconsin Highway 160 to junction Wisconsin Highway 29, thence over Wisconsin Highway to Shawano) (also from Green Bay over Wisconsin Highway 54 to junction Wisconsin Highway 55, thence over Wisconsin Highway 55 to Shawano), and return over the same route.

Between Milwaukee, Wis., and Green Bay, Wis.: From Milwaukee over U.S. Highway 41 to Fond du Lac, Wis., thence over U.S. Highway 151 to Chilton, Wis., and thence over Wisconsin Highway 57 to Green Bay, and return over the same route.

Between Plymouth, Wis., and Green Bay, Wis.: From Plymouth over Wisconsin Highway 57 to Green Bay, and return over the same route.

Between Janesville, Wis., and Madison, Wis.: From Janesville over Wisconsin Highway 26 to Johnson Creek, Wis., thence over Wisconsin Highway 30 to Madison, and return over the same route.

Between Chicago, Ill., and Janesville, Wis.: From Chicago over U.S. Highway 20 to Rockford, Ill., thence over Illinois Highway 2 to junction Wisconsin Highway 2, thence over Wisconsin Highway 2 to Beloit, Wis., thence over Wisconsin Highway 15 to junction Wisconsin Highway 140 to junction U.S. Highway 14, and thence over U.S. Highway 14 to Janesville, and return over the same route.

Between Chicago, Ill., and Madison, Wis.: From Chicago, over U.S. Highway 12 to Madison, and return over the same route.

Service is authorized to and from all intermediate points.

Between Chicago, Ill., and Fond du Lac, Wis.: From Chicago over U.S. Highway 14 to Madison, Wis., thence over U.S. Highway 151 to Fond du Lac, and return over the same route. Service is authorized to and from all intermediate points except those between Madison and Fond du Lac.

Between Fond du Lac, Wis., and Plymouth, Wis.: From Fond du Lac over Wisconsin

Highway 23 to Plymouth, and return over the same route. Service is not authorized to or from intermediate points.

Malt beverages, *in truckloads*, from Milwaukee, Wis., over Wisconsin Highway 36 to junction U.S. Highway 45, thence, over U.S. Highway 45 to junction Illinois Highway 83, and thence over Illinois Highway 83 to Joliet, Ill.; and

Service is not authorized to or from intermediate points.

58. No. MC-22167—Consolidated Copperstate Lines, a corporation (Montebello, Calif.):

Sub-No. 2—Sheets Nos. 2 and 3—Regular commodities, except explosives and other dangerous or contaminating commodities, livestock, liquids in bulk, and household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, between Tucson, Ariz., and Nogales, Ariz., *in truckload lots only*: From Tucson over U.S. Highway 89 to Nogales, and return over the same route. Service is authorized to and from all intermediate points for truckload lots only.

Sub-No. 2—Sheets Nos. 2 and 3—Regular routes—Classes A and B explosives, and dangerous articles (except petroleum and petroleum products in bulk), and general commodities, except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment.

From and to points in Arizona located within 25 miles of the specified portions of the following highways as off-route points in connection with carrier's presently authorized regular-route operations: Arizona Highway 87, between Mesa and Picacho, Ariz.; Arizona Highway 187 and Arizona Highway 83, between Mount View and So-way 187), between junction Arizona Highway 187 and Arizona Highway 87 and Casa Grande, Ariz.; Arizona Highway 84, between Casa Grande and Tucson, Ariz.; Arizona Highway 83, between Mount View and Sonoita, Ariz.; Arizona Highway 82, between Sonoita, Ariz., and junction Arizona Highway 82 and U.S. Highway 80 near Tombstone, Ariz.; Arizona Highway 92 and unnumbered highway, between Bisbee, Ariz., and junction unnumbered highway and Arizona Highway 82 near Campstone, Ariz.; U.S. Highway 80, between Tucson and Douglas, Ariz.; U.S. Highway 89, between Tucson and Nogales, Ariz., *restricted to truckload lots only*.

59. No. MC-22214—Accelerated Transport—Pony Express, Inc. (Hagerstown, Md.):

Sheet No. 5—Regular routes—Ginger ale, *in truckload lots*, from Newville, Pa., to Winchester, Va.:

From Newville over Pennsylvania Highway 533 to Shippensburg, Pa., thence over U.S. Highway 11 to Winchester; and return, with no transportation for compensation except as otherwise authorized, over the same route to Newville. Service is not authorized to or from intermediate points.

60. No. MC-22278—Takin Bros. Freight Line, Inc. (Waterloo, Iowa):

Sheet No. 4—Regular and irregular routes—Packinghouse products and dairy products, *in truckload lots*, from Iowa points to Chicago, Ill., serving the intermediate points of Manchester and Dubuque, Iowa, restricted to pickup only as follows:

From Greene, Hampton, Hudson, Iowa Falls, Mason City, New Hampton, and Sumner, Iowa, over irregular routes to Independence, Iowa, thence over the regular routes specified immediately above to Chicago, and return over the same route to Independence, thence over irregular routes to points of origin, with no transportation for compensation except as otherwise authorized.

From the immediately above-specified Iowa points over irregular routes to Independence, Iowa, thence over U.S. Highway

20 to Chicago, and return over the same route to Independence, thence over irregular routes to points of origin, with no transportation for compensation except as otherwise authorized.

61. No. MC-22484—Ollie P. Brown, doing business as Brown Trucking Company (Wabash, Ind.):

Sub-No. 3—Sheet No. 2—Irregular routes—Rock wool, in truckloads, from Lago and Wabash, Ind., and points within 1 mile of each point, to St. Louis, Mo., Louisville, Covington, Newport, and Camp Knox, Ky., and points in Michigan, Illinois, Ohio, Wisconsin, and Pennsylvania, with no transportation for compensation on return except as otherwise authorized.

62. No. MC-22611—George F. Roberts (Walnutport, Pa.):

Sheet No. 1—Irregular routes—Chemicals, in truckloads, from Bayonne, Grassell, and Jersey City, N.J., to Lehigh Gap, Pa.

63. No. MC-25708—Laney Tank Lines, Incorporated (Camden, S.C.):

Sheets Nos. 5 and 6—Irregular routes—Fertilizer, from Savannah, Ga., and Wilmington, N.C., to (B) points in South Carolina, with no transportation for compensation on return except as otherwise authorized.

Such merchandise as is dealt in by wholesale grocery and food business houses, from Savannah, Ga., and Wilmington, N.C., to Columbia, Darlington, and Newberry, S.C., with no transportation for compensation on return except as otherwise authorized.

Petroleum products, in containers, from Seward, N.J., to points in South Carolina, with no transportation for compensation on return except as otherwise authorized.

Peaches, from points in South Carolina, to New York, N.Y., Philadelphia, Pa., and Newark, Jersey City, and Camden, N.J., with no transportation on return except as otherwise authorized.

General commodities, except gold bullion, articles of exceptional value, objects of art, classes A and B explosives other than small arms ammunition, articles which because of bulk, weight, or length cannot be transported by ordinary motor carrier equipment, and articles requiring refrigerated trucks for transportation, between points in Kershaw County, S.C., on the one hand, and, on the other, points in North Carolina and Georgia.

Clay and concrete pipe, and machinery, materials and supplies, used in the manufacture thereof, between Columbia, S.C., and points in North Carolina, Virginia, and Georgia.

Livestock, between points in South Carolina, on the one hand, and, on the other, points in North Carolina and Georgia.

Household goods, as defined by the Commission, between points in Kershaw County, S.C., on the one hand, and, on the other, points in Georgia, Florida, Tennessee, North Carolina, Virginia, and the District of Columbia.

Restrictions: The operations authorized under B above are restricted to truckloads of not less than 10,000 pounds.

64. No. MC-26396—Popelka Trucking Co., a corporation (Billings, Mont.):

Sheets Nos. 1 and 2—Irregular routes—Tile, farm machinery, oil well supplies, agricultural commodities, and emigrant movables, in truckloads, between points in Montana and Wyoming within 100 miles of Bridger, Mont.

Building brick, paving brick, hollow block, wall coping, blue lining, and clay pipe, in truckloads, between points in Montana and Wyoming within 100 miles of Bridger, Mont.

Building materials, fencing, fertilizer, feed, and flour, in truckloads, between points in Montana and Wyoming within 100 miles of Bridger, Mont., including Bridger, Mont.

Building materials, fertilizer, and agricultural commodities, except feed and flour,

in truckloads, between Belgrade, Manhattan, and Trident, Mont., on the one hand, and, on the other, points in Montana and Wyoming within 100 miles of Bridger, Mont., including Bridger, Mont.

Paving brick, hollow block, wall coping, flue lining, clay pipe, fertilizer, building materials except cement and agricultural commodities except feed and flour, in truckloads, between Hysham and Forsyth, Mont., on the one hand, and, on the other, points in Montana and Wyoming within 100 miles of Bridger, Mont., including Bridger, Mont.

65. No. MC-26739—Crouch Bros., Inc. (St. Joseph, Mo.):

Sheet No. 5—Irregular routes—Farm implements and machinery, and contractors machinery and equipment, in truckloads, between points in that part of Kansas on and east of U.S. Highway 75 and those in that part of Missouri on and west of U.S. Highway 65, on the one hand, and, on the other, points in Illinois, Iowa, and Missouri.

66. No. MC-27719—Hayes Truck Lines, Inc. (Takoma, Wash.):

Sheet No. 2—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckload lots, from Tacoma, Wash., to points in Pierce, King, Snohomish, Lewis, Thurston, Mason, and Grays Harbor Counties, Wash., with no transportation for compensation on return except as otherwise authorized, between points within 3 miles of Tacoma, Wash., including Tacoma.

67. No. MC-27817—H. C. Gabler, Inc. (Chambersburg, Pa.):

Sheet No. 2—Irregular routes—Powdered milk, in truckloads, from Chambersburg, Pa., to points in New Jersey, and New York, and points in Maryland on and west of a line beginning at the Pennsylvania-Maryland State line, and extending along U.S. Highway 15 to Frederick, Md., thence along U.S. Highway 240 to junction Maryland Highway 355 (formerly U.S. Highway 240), thence along Maryland Highway 355 to junction U.S. Highway 240 near Rockville, Md., and thence along U.S. Highway 240 to the Maryland-District of Columbia line, with no transportation for compensation on return except as otherwise authorized.

68. No. MC-28478—Great Lakes Express Co., a corporation (Saginaw, Mich.):

Sub-No. 10—Sheet No. 10—Regular routes—Wire, reels, cable, and paper, in truckload lots, between Toledo, Ohio, and Tiffin, Ohio, serving the intermediate point of Fostoria, Ohio, restricted to truckload lots only: From Toledo over U.S. Highway 23 to Fostoria, Ohio, thence over Ohio Highway 18 to Tiffin, and return over the same route.

69. No. MC-29116—Direct Transports, Inc. (Kansas City, Kans.):

Sheet No. 3—Irregular routes—Candy, in truckload lots, from St. Joseph, Mo., to points in Kansas, with no transportation for compensation on return except as otherwise authorized.

70. No. MC-29120—All-American Transport, Inc. (Sioux Falls, S. Dak.):

Sheets Nos. 7-10—Regular routes—

Route 23, from Sioux City, Iowa, to Chicago, Ill., serving all intermediate points: From Sioux City over Iowa Highway 141 to junction U.S. Highway 59, thence over U.S. Highway 59 to Denison, Iowa, thence over U.S. Highway 30 to junction Iowa Highway 330, thence over Iowa Highway 330 to Marshalltown, Iowa, thence over unnumbered highway to junction U.S. Highway 30, thence over U.S. Highway 30 to junction unnumbered highway via Montour, Iowa, to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, and thence over

Alternate U.S. Highway 30, to Chicago, and return over the same route with no transportation for compensation except as otherwise authorized. Service from Omaha, Nebr., to Chicago, Ill., is restricted to traffic moving through Sioux City, Iowa, from Omaha over U.S. Highway 73 to Tekamah, Nebr., thence over U.S. Highway 73 to Winnebago, Nebr., and thence over U.S. Highway 77 to Sioux City.

Service is authorized at the following off-route points; for truckload lots only, as specified below: Zion, Ill., for pickup of candy and cookies, Joliet, Ill., for pickup of wallpaper, Morris, Ill., for pickup of paper and paper products, Grassell, Ind., for pickup of chemicals, Wayne, Nebr., for pickup of eggs and butter, O'Neill, Nebr., and Le Mars, Akron, Laurens, Sheldon, and Cherokee, Iowa, for pickup of agricultural commodities. Odebolt, Iowa, for pickup of seed, Lincoln, Nebr., for pickup of seed and delivery of canned milk, Hastings, Nebr., for delivery of canned milk, Des Moines, Iowa, for pickup of agricultural commodities and delivery of paper and paper products.

General commodities except household goods as defined by the Commission,

Route 34, between Sioux City, Iowa, and Omaha, Nebr., serving all intermediate points: From Sioux City over U.S. Highway 77 to Winnebago, Nebr., thence over U.S. Highway 73 to Tekamah, Nebr., and thence over U.S. Highway 73 to Omaha, and return over the same route. Service is authorized at the following off-route points, for truckload lots only, as specified below: O'Neill, Nebr., for pickup of agricultural commodities, Wayne, Nebr., for pickup of eggs and butter, Lincoln, Nebr., for pickup of seed and delivery of canned milk.

Route 35, from Chicago, Ill., to Sioux City, Iowa, serving the intermediate points of Carroll and Boone, Iowa, without restriction; and all other intermediate points restricted against pickup and delivery of commodities of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading: From Chicago over Alternate U.S. Highway 30 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction unnumbered highway via Montour, Iowa, to junction U.S. Highway 30, thence over U.S. Highway 30 to junction unnumbered highway, southeast of Marshalltown, Iowa, thence over unnumbered highway to Marshalltown, Iowa, thence over Iowa Highway 330 to junction U.S. Highway 30, thence over U.S. Highway 30 to Denison, Iowa, thence over U.S. Highway 59 to junction Iowa Highway 141, and thence over Iowa Highway 141 to Sioux City, and return over the same route with no transportation for compensation except as otherwise authorized.

Service from Chicago, Ill., to Omaha, Nebr., is restricted to traffic moving through Sioux City, Iowa, thence over U.S. Highway 77 to Winnebago, Nebr., thence over U.S. Highway 73 to Tekamah, Nebr., and thence over U.S. Highway 73 to Omaha.

Service is authorized at the following off-route points, for truckload lots only as specified below: Zion, Ill., for pickup of candy and cookies, Joliet, Ill., for pickup of wallpaper, Morris, Ill., for pickup of paper and paper products, Grassell, Ind., for pickup of chemicals, Wayne, Nebr., for pickup of eggs and butter, O'Neill, Nebr., and LeMars, Arkon, Laurens, Sheldon, and Cherokee, Iowa for pickup of agricultural commodities, Odebolt, Iowa, for pickup of seed, Lincoln, Nebr., for pickup of seed and delivery of canned milk, Hastings, Nebr., for delivery of canned milk, Des Moines, Iowa, for pickup of agri-

cultural commodities and delivery of paper and paper products.

71. No. MC-29566—*Southwest Freight Lines, Inc. (Kansas City, Kans.)*:

Sheets Nos. 1-4—Regular and irregular routes—(A) General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading:

Between East St. Louis, Ill., and Kansas City, Kans., serving all intermediate points, and the off-route points of New Florence, Rochepot, Blackwater Junction, Sweet Springs, Concordia, Odessa, and Bates City, Mo.: From East St. Louis over U.S. Highway 40 to St. Louis, Mo., thence over Alternate U.S. Highway 40 to St. Charles, Mo., thence over Bypass U.S. Highway 40 to Wentzville, Mo., and thence over U.S. Highway 40 to Kansas City, and return over the same route.

Between East St. Louis, Ill., and St. Joseph, Mo., serving all intermediate points except those between Wentzville and Hannibal, Mo.: From East St. Louis over U.S. Highway 40 to St. Louis, Mo., thence over Alternate U.S. Highway 40 to St. Charles, Mo., thence over Bypass U.S. Highway 40 to Wentzville, Mo., thence over U.S. Highway 61 to Hannibal, Mo., and thence over U.S. Highway 36 to St. Joseph, and return over the same route.

Between Trenton, Mo., and Sedalla, Mo., serving all intermediate points: From Trenton over U.S. Highway 65 to Sedalla, and return over the same route.

Between Laclede, Mo., and Unionville, Mo., serving all intermediate points: From Laclede over Missouri Highway 5 to Unionville, and return over the same route.

Between Jefferson City, Mo., and Macon, Mo., serving all intermediate points: From Jefferson City over U.S. Highway 63 to Macon, and return over the same route.

Between Jefferson City, Mo., and junction Missouri Highway 22 and U.S. Highway 63, serving all intermediate points: From Jefferson City over U.S. Highway 54 to Mexico, Mo., and thence over Missouri Highway 22 to junction U.S. Highway 63, and return over the same route.

Between junction U.S. Highway 40 and Missouri Highway 240, and junction Missouri Highway 3 and U.S. Highway 24, serving all intermediate points: From junction U.S. Highway 40 and Missouri Highway 240 over Missouri Highway 240 to junction Missouri Highway 3, and thence over Missouri Highway 3 to junction U.S. Highway 24, and return over the same route.

Between Moberly, Mo., and Kansas City, Mo., serving all intermediate points: From Moberly over U.S. Highway 63 to junction U.S. Highway 24, and thence over U.S. Highway 24 to Kansas City, and return over the same route.

Between Boonville, Mo., and junction Missouri Highway 5 and U.S. Highway 24, serving all intermediate points: From Boonville over Missouri Highway 5 to junction U.S. Highway 24, and return over the same route.

Between Miami, Mo., and junction Missouri Highway 41 and U.S. Highway 40, serving all intermediate points: From Miami over Missouri Highway 41 to junction U.S. Highway 40, and return over the same route.

Between Glasgow, Mo., and junction Missouri Highway 20 and Missouri Highway 13, serving all intermediate points: From Glasgow over Missouri Highway 240 to Marshall, Mo., and thence over Missouri Highway 20 to junction Missouri Highway 13, and return over the same route.

Between Lexington, Mo., and junction Missouri Highway 13 and U.S. Highway 40, serving all intermediate points: From Lexington over Missouri Highway 13 to junction U.S. Highway 40, and return over the same route.

Between Kansas City, Mo., and St. Joseph, Mo., serving all intermediate points: From Kansas City over U.S. Highway 71 to St. Joseph, and return over the same route.

General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckload lots, between points on the routes specified in (A) above, on the one hand, and, on the other, points in Iowa, Illinois, Arkansas, Oklahoma, and Kansas.

72. No. MC-29647—*Charlton Bros. Transportation Company, Inc. (Hagerstown, Md.)*:
Sheets Nos. 1-3—Regular routes—General commodities, except livestock, and except dangerous explosives, coin or currency, household goods, in truckloads, as defined in Practices of Motor Common Carrier of Household Goods, 17 M.C.C. 467, coal, sand, crushed stone, and lime, from Charles Town, W. Va., to Strasburg, Va.:

From Charles Town over U.S. Highway 340 to Winchester, Va., thence over U.S. Highway 522 to Front Royal, Va., thence return over U.S. Highway 522 to Riverton, Va., and thence over Virginia Highway 55 to Strasburg. Service is authorized to and from all intermediate points; and the off-route points of Boyce and Millwood, Va., and Leetown and Gerrardstown, W. Va.

From Martinsburg, W. Va., to junction U.S. Highway 40 and Maryland Highway 398: From Martinsburg over West Virginia Highway 9 to Berkeley Springs, W. Va., thence over West Virginia Highway 38 to the Potomac River, thence across the Potomac River to Hancock, Md., and thence over U.S. Highway 40 to junction Maryland Highway 398. Service is authorized to and from all intermediate points; and the off-route points of Big Pool, Big Springs, and Fort Frederick, Md.

Between Lancaster, Pa., and Emmitsburg, Md.: From Lancaster over U.S. Highway 30 to Gettysburg, Pa., thence over U.S. Highway 15 to Emmitsburg, and return over the same route. Service is not authorized to or from intermediate points.

General commodities, except livestock, explosives (not including small arms ammunition) currency, bullion, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, and loose bulk goods requiring special equipment, between Amelle, Md., and Frederick, Md.: From Amelle over U.S. Highway 220 to Cumberland, Md., thence over U.S. Highway 40 to Frederick, and return over the same route. Service is authorized to and from the following off-route points:

Truckload or less than truckload lots—Walkersville, Md.—From Frederick, Md., over Maryland Highway 26 to junction Maryland Highway 71, thence over Maryland Highway 71, and return over the same route. Roxbury, Md.—From Hagerstown, Md., over unnumbered highway, and return over the same route. Security, Md.—From Hagerstown, Md., over unnumbered highway, and return over the same route. Berkeley Springs, W. Va.—From Hancock, Md., over U.S. Highway 522, and return over the same route. Williamsport, Md.—From Hagerstown, Md., over U.S. Highway 11, and return over the same route.

Truckload lots only—Waynesboro, Pa.—From Hagerstown, Md., over Maryland Highway 60 to the Maryland-Pennsylvania State line, thence over unnumbered highway, and return over the same route. Martinsburg, W. Va.—From Hagerstown, Md., over U.S. Highway 11, and return over the same route.

Service is authorized to and from all intermediate points on the above-specified routes, including those on the highways designated for use in serving off-route points.

73. No. MC-29938—*Wright Trucking, Inc. (Lowell, Mass.)*:

Sheet No. 3—Irregular routes—Liquid petroleum products, in truckload lots, from Petrolia, Pa., to Lowell, Lynn, Malden, and Chelsea, Mass.

74. No. MC-29964—*Cochrane Transportation Company, a corporation (Richmond, Va.)*:

Sheets Nos. 1 and 2—Regular routes—General commodities (truckload or less than truckload lots), except those of unusual value, high explosives, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading, between Hopewell, Va., and Philadelphia, Pa., serving all intermediate points: From Hopewell over Virginia Highway 10 to junction U.S. Highway 1, thence over U.S. Highway 1 to Baltimore, Md., thence over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13, to Philadelphia, and return over the same route.

General commodities, except those of unusual value, high explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Philadelphia, Pa., and New York, N.Y., serving all intermediate points: From Philadelphia over U.S. Highway 1 to New York, and return over the same route.

Restriction: The operating authority specified immediately above is restricted to movements in truckload lots only, except such restriction shall not apply on traffic originating at, destined to, or interchanged at Baltimore, Md., or points south thereof.

Sub-No. 6—Sheet No. 1—Regular routes—General commodities, except those of unusual value, classes A and B explosives, commodities in bulk, and commodities requiring special equipment, in truckloads only, between Camden, N.J., and junction U.S. Highways 130 and 1 (near New Brunswick, N.J.), serving no intermediate points, but serving the off-route point of Trenton, N.J.: From Camden over U.S. Highway 130 via Bridgeboro and Robbinsville, N.J., to junction U.S. Highway 1, and return over the same route.

75. No. MC-30166—*Owl Transfer Co., a corporation (Fresno, Calif.)*:

Sheet No. 1—Irregular routes—Machinery, machine parts, and building contractors' equipment, in truck loads, over irregular routes, from Fresno, Calif., to points within 100 miles of Fresno, with no transportation for compensation on return, except as otherwise authorized.

76. No. MC-30175—*Gay's Express, Inc. (Bellows Falls, Vt.)*:

Sheet No. 8—Irregular routes—Granite, in truckload lots, from points in Vermont within 15 miles of Barre, Vt., to points in that part of Massachusetts on and west of U.S. Highway 5, with no transportation for compensation on return except as otherwise authorized.

77. No. MC-30311—*A.C.E.-Freight, Inc. (Northfield, Ohio)*:

Sheets Nos. 1-5—Regular and irregular routes—General commodities, except those of unusual value, and except livestock, dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading.

(A)

Between Youngstown, Ohio, and Peoria, Ill.:

From Youngstown over U.S. Highway 422 to junction Ohio Highway 169, thence over Ohio Highway 169 to Warren, Ohio, thence over Ohio Highway 6 to Akron, Ohio, thence over Ohio Highway 18 to Medina, Ohio, thence over U.S. Highway 42 to Mansfield, Ohio, thence over U.S. Highway 308 to Lima, Ohio, thence over U.S. Highway 25 to Wapakoneta,

Ohio, thence over U.S. Highway 33 to St. Marys, Ohio, thence over Ohio Highway 29 to the Ohio-Indiana State line, thence over Indiana Highway 67 to Indianapolis, Ind., thence over Indiana Highway 34 to Crawfordsville, Ind. (also from the Ohio-Indiana State line over Indiana Highway 67 to junction unnumbered highway approximately 2 miles east of Anderson, Ind., thence over unnumbered highway to junction Indiana Highway 32, thence over Indiana Highway 32 to Crawfordsville), thence continuing over Indiana Highway 34 to the Indiana-Illinois State line, thence over Illinois Highway 10 to Danville, Ill., and thence over U.S. Highway 150 to Peoria. Service is authorized to and from the off-route point of Pekin, Ill.

From Youngstown over U.S. Highway 62 via Salem, Ohio, to Canton, Ohio, thence over Ohio Highway 8 to Akron, Ohio (also from Youngstown over Ohio Highway 18 to Akron; also from Salem over Ohio Highway 14 to Edinburg, Ohio, thence over Ohio Highway 18 to Akron), thence to Mansfield, Ohio, as specified above, thence over U.S. Highway 30N to Delphos, Ohio, thence over U.S. Highway 30 to Van Wert, Ohio, thence over U.S. Highway 224 to Huntington, Ind., and thence over U.S. Highway 24 to Peoria. Service is authorized to and from the off-route points of Alliance, Massillon, Hartsville, Mogadore, East Canton, and Spencer, Ohio, and Pekin, Ill.

Service is authorized to and from the intermediate points of Salem, Canton, North Canton, Warren, Kent, Cuyahoga Falls, Akron, Ashland, Mansfield, and Lima, Ohio, Muncie, Anderson, Speedway, Noblesville, and Indianapolis Ind., and Bloomington and East Peoria, Ill., restricted only as to Ohio points as indicated below; all other intermediate points restricted to delivery only except that service is not authorized to or from intermediate points on Ohio Highway 18 or Ohio Highway 14 or on Indiana Highway 32 between Noblesville and Anderson, or on Indiana Highway 32 between Noblesville and Crawfordsville; return over these routes to Youngstown.

Between Cleveland, Ohio, and Davenport, Iowa:

From Cleveland over Ohio Highway 8 to Akron, Ohio, thence over Ohio Highway 5 to Barberton, Ohio, thence over U.S. Highway 224 via Tiffin, Ohio, to Findlay, Ohio, (also from Tiffin over Ohio Highway 18 to Fostoria, Ohio, thence over Ohio Highway 12 to Findlay), thence over U.S. Highway 35 to Lima, Ohio, thence over U.S. Highway 30S to Delphos, Ohio, thence over U.S. Highway 30 via Fort Wayne and Valparaiso, Ind., to Joliet, Ill., thence over U.S. Highway 52 to junction U.S. Highway 51, thence over U.S. Highway 51 to Mendota, Ill. (also from Joliet over U.S. Highway 30 to Aurora, Ill., thence over U.S. Highway 34 to Mendota; also from Valparaiso over Indiana Highway 130 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 41, thence over U.S. Highway 41 to Chicago, Ill., and thence over U.S. Highway 34 via Aurora, to Mendota), thence continuing over U.S. Highway 34 to junction Illinois Highway 92, thence over Illinois Highway 92 to Moline, Ill., and thence over U.S. Highway 6 to Davenport.

From Cleveland to Fort Wayne, Ind., as specified above, thence over U.S. Highway 33 to South Bend, Ind., thence over Indiana Highway 2 to junction U.S. Highway 20, thence over U.S. Highway 20 to Chicago, Ill., and thence to Davenport as specified above.

Service is authorized to and from the off-route points of Waukegan, Ill., in truckload lots only, those in the Chicago, Ill., commercial zone, as defined by the Commission in 1 M.C.C. 673, those in Cuyahoga County, Ohio, and Bettendorf, Iowa, without restriction.

Service is authorized to and from the intermediate points of Akron, Lima, Barberton,

and Tiffin, Ohio, Fort Wayne, Ind., and Joliet, Chicago Heights, Rock Island, Moline, and East Moline, Ill., those in the Chicago, Ill., commercial zone, supra, restricted only as to Ohio points as indicated below; all other intermediate points restricted to delivery only.

Service from Cleveland restricted to Akron, Ohio, Peoria, Ill., and Anderson, Indianapolis, and Muncie, Ind., except as modified by authority set forth in section (C).

Service is not authorized between points in Ohio, other than from Cleveland to Akron; and from Akron and Lima to other points; except as modified by authority set forth in section (C).

Return over these routes to Cleveland.

Between Fort Wayne, Ind., and Huntington, Ind.: From Fort Wayne over U.S. Highway 24 to Huntington, and return over the same route. Service is authorized to Huntington and all intermediate points, restricted to delivery only.

Between Indianapolis, Ind., and Chicago, Ill.: From Indianapolis over U.S. Highway 32 to junction U.S. Highway 41, thence over U.S. Highway 41 to Chicago, and return over the same route. Service is not authorized to or from intermediate points except as otherwise authorized.

(B)

Between Cleveland, Ohio, and Medina, Ohio: From Cleveland over U.S. Highway 42 to Medina, and return over the same route.

Between junction U.S. Highways 250 and 224 (near Ruggles, Ohio), and Canton, Ohio: From Median over Ohio Highway 18 to Norwalk.

Between Fostoria, Ohio, and junction U.S. Highways 23 and 6: From Fostoria over U.S. Highway 23 to junction U.S. Highway 6.

Between Tiffin, Ohio, and Bellevue, Ohio: From Tiffin over Ohio Highway 18 to Bellevue.

Between Cleveland, Ohio, and Warren, Ohio: From Cleveland over U.S. Highway 422 to Warren.

Between Mansfield, Ohio, and junction U.S. Highways 250 and 21 (near Strasburg, Ohio): From Mansfield over U.S. Highway 20 to Wooster, Ohio, and thence over U.S. Highway 250 to junction U.S. Highway 21.

Return over these routes. Service is not authorized at terminal or to or from intermediate points except as otherwise authorized.

Irregular routes: General commodities, with exceptions as specified above, in truckload lots only:

From points and places on the regular routes described in section (A) to Terre Haute, Ind., Decatur, Springfield, Quincy, La Salle, Elgin, Rockford, Freeport, Canton, Macomb, Monmouth, Kewanee, Ottawa, and Dixon, Ill., Burlington, Fairfield, Ottumwa, Oskaloosa, Cherokee, Storm Lake, Fort Dodge, Webster City, Mason City, Ames, Carroll, Marshalltown, Charles City, Dubuque, Clinton, Creston, Red Oak, and Cedar Falls, Iowa, Norfolk, Fremont, Grand Island, McCook, Columbus, Lincoln, Hastings, and North Platte, Nebr.

From points and places in the Chicago, Ill., commercial zone, supra, to Mason City, Iowa, Wooster, Columbus, Ulrichsville, New Philadelphia, Dover, and Mount Vernon, Ohio.

From Davenport, Iowa, and Rock Island, Moline, and East Moline, Ill., to Columbus and Springfield, Ohio; from Peoria and Pekin, Ill., to Toledo, and Columbus, Ohio; from Indianapolis and Speedway, Ind., to Rittman, Columbus, and Mount Vernon, Ohio.

Return, with no transportation for compensation except as otherwise authorized to the above-specified origin points.

78. No. MC-30446—Bruce Johnson Trucking Company, Inc. (Charlotte, N.C.):

Sub-No. 1—Sheets Nos. 2 and 3—Irregular routes—Building paper, roofing materials, burlap bags, bagging material, cotton bagging, and cotton ties, in truckload lots, from Fort Wentworth, Ga., to points in South Carolina, and those in North Carolina within 75 miles of the South Carolina-North Carolina State line.

Cast iron pipe and fittings, in truckload lots, from Charlotte, N.C., to points in South Carolina east of U.S. Highway 1, and those in Georgia north and east of a line beginning at Savannah, Ga., and extending along U.S. Highway 80 to Macon, Ga., thence along U.S. Highway 129 to Athens, Ga., and thence along U.S. Highway 29 to the Georgia-South Carolina State line, including points on the indicated portions of the highways specified.

Plumbing material, in truckload lots, from Savannah, Ga., to points in South Carolina on and east of U.S. Highway 1, except Charleston, S.C.

Farm machinery and parts, in truckload lots, from Charlotte, N.C., to points in Alledale, Bamberg, Charleston, Colleton, Dorchester, and Hampton Counties, S.C.

Petroleum products, in containers, in truckload lots, from North Charleston, S.C., to Greenwood and Anderson, S.C., and Athens, Atlanta, Gainesville, Greensboro, Hartwell, Jasper, Madison, Milledgeville and Washington, Ga.

79. No. MC-38808—John Forrester, doing business as Parker Truck Line (Holly Springs, Miss.):

Sheet No. 1—Irregular routes—Charcoal furnaces, in truckload lots, from Holly Springs, Miss., to points in Mississippi, and Tennessee, within 250 miles of Holly Springs, with no transportation for compensation on return except as otherwise authorized.

80. No. MC-31600—P. B. Mutrie Motor Transportation, Inc. (Waltham, Mass.):

Sheet No. 5—Irregular routes—General commodities, except those of unusual value, and except classes A and B explosives, household goods as defined by the Commission, and commodities in bulk, in truckloads, between Boston, Mass., and points within 15 miles of Boston, Fall River and New Bedford, Mass., and Providence, R.I., and points within 5 miles of Providence, on the one hand, and, on the other, points in Massachusetts, Connecticut, Rhode Island, those in New Hampshire on and south of U.S. Highway 302, and those in Maine on and south of a line beginning at the New Hampshire-Maine State line and extending along U.S. Highway 202 to Augusta, Maine, and thence along Maine Highway 17 to Rockland, Maine.

81. No. MC-31809—Clay's Transfer Co., Inc. (Rocky Mount, N.C.):

Sheets Nos. 1 and 2—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading, in truckload lots, from Richmond, Petersburg, Norfolk, and Jarratt, Va., to Rocky Mount, N.C., and points within 100 miles of Rocky Mount, with no transportation for compensation on return except as otherwise authorized.

Fertilizer and fertilizer materials, in truckload lots, from Murfreesboro, Williamston, Wilmington, and Henderson, N.C., and Richmond, Hopewell, Petersburg, and Norfolk, Va., to Rocky Mount, N.C., and points within 100 miles of Rocky Mount, with no transportation for compensation on return except as otherwise authorized.

Petroleum products, in truckload lots, from Bayonne, N.J., and Baltimore, Md., to Rocky Mount, N.C., and points within 100 miles of Rocky Mount.

Empty petroleum-products containers, in truckload lots, from Rocky Mount, N.C., and points within 100 miles of Rocky Mount, to Baltimore, Md., and Bayonne, N.J.

Forest products, except lumber, in truckload lots, from Rocky Mount, N.C., and points within 100 miles of Rocky Mount, to Washington, D.C., and points within 25 miles of Washington, and Baltimore, Md., and points within 25 miles of Baltimore, with no transportation for compensation on return except as otherwise authorized.

82. No. MC-32358—*Louie Franco Rodriguez, doing business as Sweet Trucking Company (Long Beach, Calif.)*:

Sheet No. 1—Irregular routes—Roofing paper, nails, and corrugated iron, in truckloads, from Los Angeles Harbor and Long Beach, Calif., to San Bernardino, Calif., with no transportation for compensation on return except as otherwise authorized.

83. No. MC-32562—*Point Express, Inc. (Charleston, W. Va.)*:

Sheet No. 4—Regular routes—Malt beverages, in truckload lots, from Columbus, Ohio, to Montgomery, W. Va., serving no intermediate points: From Columbus over U.S. Highway 23 to Chillicothe, Ohio, thence over U.S. Highway 35 to Charleston, W. Va., thence over U.S. Highway 60 to Cannelton, W. Va., thence across the Kanawha River to Montgomery, and

Sub-No. 20—Sheet No. 3—Regular routes—Carbide, in truckloads, from Jenkins, Ky., to Oneida, Tenn., serving no intermediate points, but serving the off-route point of Harlan, Ky., for delivery only: From Jenkins over U.S. Highway 119 to Washtoto, Ky., thence over U.S. Highway 25E to Junction Kentucky Highway 92, thence over Kentucky Highway 92 to Williamsburg, Ky. (also from Washtoto over U.S. Highway 25E to Middlesboro, Ky., thence over Kentucky Highway 74 to the Kentucky-Tennessee State line thence over Tennessee Highway 90 to Junction U.S. Highway 25W, and thence over U.S. Highway 25W to Williamsburg), thence over Kentucky Highway 92 to Pine Knot, Ky., and thence over U.S. Highway 27 to Oneida, and return over the same route, with no transportation for compensation except as otherwise authorized.

84. No. MC-33641—*IML Freight, Inc. (Salt Lake City, Utah)*:

Sheet No. 5—Irregular routes—Canned goods, mill feed, flour, mining machinery, grain, and feed in truckloads, between Ely, Nev., on the one hand, and, on the other, Eureka, Nev., and points in Nevada and Utah within 50 miles of Ely, Nev.

85. No. MC-34918—*R. F. Post, Inc. (Scranton, Pa.)*:

Sheet No. 1—Irregular routes—General commodities with exception as specified above (except that of unusual value, and except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading) in truckloads only, between points within 25 miles of Scranton, Pa., including Scranton, on the one hand, and, on the other, points in New York within 150 miles of Scranton, and those in New Jersey on and north of U.S. Highway 1.

86. No. MC-39295—*American Transfer Co., a corporation (Fresno, Calif.)*:

Sheet No. 2—Irregular routes—Wool, in truckload lots, from points and places in Kings, Kern, Tulare, Fresno, and Madera Counties, Calif., to Stockton, Calif.

87. No. MC-35334—*Cooper-Jarrett, Inc. (Orange, N.J.)*:

Sub-No. 51—Sheet Nos. 5 and 6—Regular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those in-

jurious or contaminating to other lading, in truckload lots only:

Between Waynesburg, Pa., and Hundred, W. Va., serving all intermediate points: From Waynesburg over Pennsylvania Highway 18 to the Pennsylvania-West Virginia State line, thence over West Virginia Highway 70 to Hundred, and return over the same route.

Between Fairmont, W. Va., and Cameron, W. Va., serving all intermediate points: From Fairmont over U.S. Highway 250 to Cameron, and return over the same route.

Between Clarksburg, W. Va., and Ellenboro, W. Va., serving all intermediate points: From Clarksburg over U.S. Highway 50 to Ellenboro, and return over the same route.

Between Ellenboro, W. Va., and Millstone, W. Va., serving all intermediate points: From Ellenboro over West Virginia Highway 16 to Millstone, and return over the same route.

Between Weston, W. Va., and Spencer, W. Va., serving all intermediate points: From Weston over U.S. Highway 119 to Spencer, and return over the same route.

Between Weston, W. Va., and Gassaway, W. Va., serving all intermediate points: From Weston over U.S. Highway 19 to Sutton, W. Va., thence over West Virginia Highway 4 to Gassaway, and return over the same route.

Between Buckhannon, W. Va., and Webster Springs, W. Va., serving all intermediate points: From Buckhannon over West Virginia Highway 20 to Webster Springs, and return over the same route.

Between Webster Springs, W. Va., and Valley Head, W. Va., serving all intermediate points: From Webster Springs over West Virginia Highway 15 to Valley Head, and return over the same route.

Between Valley Head, W. Va., and Davis, W. Va., serving all intermediate points: From Valley Head over U.S. Highway 219 to Thomas, W. Va., thence over West Virginia Highway 32 to Davis, and return over the same route.

Between Morgantown, W. Va., and Terra Alta, W. Va., serving all intermediate points: From Morgantown over West Virginia Highway 7 to Terra Alta, and return over the same route.

Between Grafton, W. Va., and Glade Farms, W. Va., serving all intermediate points: From Grafton over U.S. Highway 250 to Junction U.S. Highway 50, thence over U.S. Highway 50 to Macomber, W. Va., thence over West Virginia Highway 72 to Kingwood, W. Va., thence over West Virginia Highway 26 to Glade Farms, and return over the same route.

88. No. MC-35469—*Modern Transfer Co., Inc. (Allentown, Pa.)*:

Sheet Nos. 4 and 5—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Allentown, Pa., on the one hand, and, on the other, points in that part of Pennsylvania and New Jersey bounded by a line beginning at Quakertown, Pa., and extending northeasterly through Kintnersville, Pa., to West Portal, N.J., thence northerly through Washington, N.J., to Marksboro, N.J., thence westerly to East Stroudsburg, Pa., thence along U.S. Highway 209 to Jim Thorpe, Pa. (formerly known as Mauch Chunk, Pa.), thence southerly through New Tripoli, Pa., to Kutztown, Pa., thence southerly to Lyons (Berks County), Pa., thence northeasterly to Macungie, Pa., and thence southeasterly to Quakertown, Pa., including Jim Thorpe, Pa. (formerly known as East Mauch Chunk, Pa.), the above named points, and those on the indicated portion of U.S. Highway 209.

Between points in Pennsylvania within 15 miles of Allentown including Allentown; those in the Townships of Upper Mount

Bethel, Lower Mount Bethel, Washington, Plainfield, Bushkill, and Forks (Northampton County), Pa., those in the Townships of East Rockhill, West Rockhill, and Hilltown (Bucks County), Pa.; and those in the Townships of Franconia, Hatfield, Montgomery, and Upper Gwynedd (Montgomery County), Pa.; and between points in the Pennsylvania territory described immediately above, on the one hand, and, on the other, points in New Jersey within 10 miles of Phillipsburg, N.J., including Phillipsburg, N.J.

General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, restricted to truckload shipments, from one consignor to one consignee, between points in that portion of Pennsylvania and New Jersey specified immediately above, on the one hand, and, on the other, points in New Jersey, Maryland, and the District of Columbia.

Restriction: No transportation is herein authorized in this certificate of any traffic between Philadelphia, Pa., and points in the Philadelphia, Pa. commercial zone, as defined by the Commission, on the one hand, and, on the other, New York, N.Y., when such traffic originates at and is destined to those points, but not including traffic interlined at either terminus.

89. No. MC-35628—*Interstate Motor Freight System, a corporation (Grand Rapids, Mich.)*:

Sheets Nos. 3-5—Regular routes—

(B)

General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving Bristol, Pa., as an off-route point in connection with carrier's regular route operations described in (B), between Washington, D.C., and New York, N.Y., over U.S. Highway 1, restricted to traffic destined to Detroit, Grand Haven, Grand Rapids, and Muskegon, Mich., and Evansville, and Terre Haute, Ind.

General commodities, except classes A and B explosives, household goods as defined by the Commission, and commodities in bulk, serving Zion, Ill., as an intermediate point in connection with carrier's regular route operations described in (B) over Illinois Highway 42, between Chicago, Ill., and Milwaukee, Wis., with the restriction that no traffic shall be transported between Zion and points in the Chicago, Ill., commercial zone, as defined in 1 M.C.C. 673.

Between Cincinnati, Ohio, and the Michigan-Ohio State line, serving the intermediate points of Celina, Bryan, and Van Wert, Ohio: From Cincinnati over U.S. Highway 127 to the Michigan-Ohio State line, and return over the same route.

Between Cincinnati, Ohio, and Sandusky, Ohio, serving the intermediate points of Dayton, Troy, Piqua, Sidney, Lima, Findlay, Fostoria, and Fremont, Ohio: From Cincinnati over U.S. Highway 25 to Findlay, Ohio, thence over Ohio Highway 12 to Fremont, Ohio, and thence over U.S. Highway 6 to Sandusky, and return over the same route.

Between Dayton, Ohio, and Toledo, Ohio, serving the intermediate points of Springfield, Findlay, Perrysburg, and Bowling Green, Ohio: From Dayton over Ohio Highway 4 to Springfield, Ohio, thence over U.S. Highway 68 to Findlay, Ohio, and thence over U.S. Highway 25 to Toledo, and return over the same route.

Between Columbus, Ohio, and Toledo, Ohio, serving the intermediate points of Delaware, Marion, Fostoria, and Perrysburg,

Ohio: From Columbus over U.S. Highway 23 to Toledo, and return over the same route.

Between Fort Wayne, Ind., and Lisbon, Ohio, serving the intermediate points of Van Wert, Lima, Marion, Mansfield, Massillon, and Canton, Ohio: From Fort Wayne over U.S. Highway 30 to junction U.S. Highway 30-S east of Delphos, Ohio, thence over U.S. Highway 30-S via Lima, Ohio, to Mansfield, Ohio, and thence over U.S. Highway 30 to Lisbon, and return over the same route.

Between Van Wert, Ohio, and Pittsburgh Pa., serving the intermediate points of Findlay, Tiffin, Attica, and Akron, Ohio, and the off-route point of McKeesport, Pa.: From Van Wert over U.S. Highway 224 to New Castle, Pa., thence over Pennsylvania Highway 18 to Wampum, Pa., thence over Pennsylvania Highway 288 to Zellenople, Pa., and thence over U.S. Highway 19 to Pittsburgh, and return over the same route.

Between the Indiana-Ohio State line, and Toledo, Ohio, serving the intermediate points of Defiance, Napoleon, and Maumee, Ohio: From the Indiana-Ohio State line over U.S. Highway 24 to Toledo, and return over the same route.

Between the Indiana-Ohio State line, and the Pennsylvania-Ohio State line, serving the intermediate points of Toledo, Fremont, Bellevue, Norwalk, Elyria, Cleveland, Palmsville, Ashtabula, and Conneaut, Ohio: From the Indiana-Ohio State line over U.S. Highway 20 to junction Ohio Highway 120, thence over Ohio Highway 120 to Toledo, Ohio, thence over Ohio Highway 51 to junction U.S. Highway 20, and thence over U.S. Highway 20 to the Pennsylvania-Ohio State line, and return over the same route.

Between the Indiana-Ohio State line and Fremont, Ohio, serving the intermediate points of Bryan, Napoleon, New Rochester, and Bowling Green, Ohio: From the Indiana-Ohio State line over U.S. Highway 6 to Fremont, and return over the same route.

Between the Indiana-Ohio State line, and Wapakoneta, Ohio, serving the intermediate points of Celina and St. Marys, Ohio: From the Indiana-Ohio State line over Ohio Highway 29 to St. Marys, Ohio, and thence over U.S. Highway 33 to Wapakoneta, and return over the same route.

Restriction: The service authorized in (B) above to and from Lima, Findlay, Fremont, Fostoria, Bowling Green, Perrysburg, Maumee, Defiance, Bryan, Rossford, Tiffin, Van Wert, Celina, Piqua, Sidney, and Napoleon, Ohio, is restricted to transportation in truckloads only.

90. No. MC-36151—Henry Jenkins Transportation Co., Incorporated (Boston, Mass.):

Sheet No. 9—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckload lots, between Boston, Mass., and points in Massachusetts within 40 miles of Boston, Mass., on the one hand, and, on the other, points in Rhode Island and Connecticut, and those in that part of New Hampshire south of a line beginning at the New Hampshire-Maine State line, and extending along U.S. Highway 202 to Hillsboro, N.H., and thence along New Hampshire Highway 9 to the Connecticut River, including points on the indicated portions of the highways specified.

91. No. MC-36536—Fab Transportation, Inc. (Jersey City, N.J.):

Sheet No. 2—Irregular routes—General commodities, except those of unusual value, and except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, in truckload lots only, minimum weight 10,000 pounds, between New York, N.Y., and points in the above-

specified New Jersey counties, on the one hand, and, on the other, Providence and Westerly, R.I., New Castle and Wilmington, Del., Baltimore, Md., Washington, D.C., Boston, Mass., and points in Massachusetts within 25 miles of Boston, points in New Jersey and Connecticut, and those in that part of Pennsylvania east of the Susquehanna River.

92. No. MC-36556—Howard E. Blackmon, doing business as Howard Blackmon Truck Service (Kenosha, Wis.):

Sub-No. 6—Sheet No. 2—Irregular routes—Common lime, in truckloads, minimum 10,000 pounds, from Chicago, Ill., to points in Columbia, Dane, Dodge, Green, Iowa, Jefferson, Lafayette, Rock, Sauk, and Walworth Counties, Wis., with no transportation for compensation on return except as otherwise authorized.

93. No. MC-36935—Morroney Transportation Company, a corporation (Philadelphia, Pa.):

Sheet No. 1—Irregular routes—Paper and paper boxes, in truckloads, over irregular routes, from Philadelphia, Pa., to New York, N.Y., and points and places within 25 miles of New York, N.Y., with no transportation for compensation on return except as otherwise authorized.

94. No. MC-38170—White Star Trucking, Inc. (Lincoln Park, Mich.):

Sheet No. 4—Irregular routes—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, in truckload shipments only, between Detroit, Flint, Pontiac, Flat Rock, and Monroe, Mich., and points located on U.S. Highway 10 between Detroit and Pontiac, Mich., and those in that part of Wayne, Oakland, and Macomb Counties, Mich., within 8 miles of Detroit, Mich., on the one hand, and, on the other, points in that part of Ohio east and north of a line beginning at the Ohio-Michigan State line and extending along U.S. Highway 25 to Findlay, Ohio, thence along U.S. Highway 68 to Williamstown, Ohio, thence along U.S. Highway 30N to Mansfield, Ohio, and thence along U.S. Highway 30 to the Ohio-West Virginia State line, including points on the indicated portions of the highways specified.

95. No. MC-40084—A. B. Campbell (Stigler, Okla.):

Sub-No. 1—Sheet No. 1—Irregular routes—Lumber, in truckloads, from points and places in Saline County, Ark., to points and places in Oklahoma on and east of U.S. Highway 77, those in Kansas on and east of U.S. Highway 75 and on and south of U.S. Highway 40, and those in Missouri on and south of U.S. Highway 40.

96. No. MC-40204—Rex Forwarding, Inc. (Akron, Ohio):

Sheets Nos. 2 and 3—Irregular routes—Iron and steel products, in truckloads, from points in Kentucky within 10 miles of Cincinnati, Ohio, to Butler, Pa., with no transportation for compensation on return except as otherwise authorized.

Steel and tin plate, in truckloads, from Weirton and Beechbottom, W. Va., and points within 10 miles of Weirton and Beechbottom, W. Va., to Cincinnati, Ohio, and points within 10 miles of Cincinnati, Ohio, with no transportation for compensation on return except as otherwise authorized.

Steel, tin plate, and hides, in truckloads, from Wheeling, W. Va., and points within 10 miles of Wheeling, W. Va., to Cincinnati, Ohio, and points within 10 miles of Cincinnati, Ohio, with no transportation for compensation on return except as otherwise authorized.

Steel, petroleum and petroleum products, in truckloads, from points in Allegheny

County, Pa., to Cincinnati, Ohio, and points within 10 miles of Cincinnati, Ohio, with no transportation for compensation on return except as otherwise authorized.

Petroleum and petroleum products, in containers, in truckloads, from Butler and Freedom, Pa., and St. Marys, W. Va., to Cincinnati, Ohio, and points within 10 miles of Cincinnati, Ohio; and

Antifreeze compounds, in truckloads, from places of manufacture in that part of Kanawha County, W. Va., known as Belle, to Cincinnati, Ohio, and points within 10 miles of Cincinnati, Ohio, with no transportation for compensation on return except as otherwise authorized.

Glass, in truckloads, from Owens and Huntington, W. Va., to Cincinnati, Ohio, and points within 10 miles of Cincinnati, Ohio, with no transportation for compensation on return except as otherwise authorized.

Glass products, in truckloads, from Washington, Pa., to Cincinnati, Ohio, and points within 10 miles of Cincinnati, Ohio, with no transportation for compensation on return except as otherwise authorized.

Wastepaper and rags, in truckloads, from Charleston and Huntington, W. Va., to Cincinnati, Ohio, and points within 10 miles of Cincinnati, Ohio, with no transportation for compensation on return except as otherwise authorized.

Oil, in containers, in truckloads, from Cabin Creek, W. Va., to Cincinnati, Ohio, and points within 10 miles of Cincinnati, Ohio, with no transportation for compensation on return except as otherwise authorized.

97. No. MC-40270—A. J. Crabbs (Enid, Okla.):

Sheet No. 1—Irregular routes—Farm implements and machinery and salt, in truckload lots, between Independence and Kansas City, Mo., and Wichita and Hutchinson, Kans., on the one hand, and, on the other, points and places in that part of Oklahoma north of a line beginning at the Oklahoma-Texas State line and extending along U.S. Highway 66 to Oklahoma City, Okla., thence along U.S. Highway 62 to junction U.S. Highway 266, thence along U.S. Highway 266 to junction U.S. Highway 64, and thence along U.S. Highway 64 to the Oklahoma-Arkansas State line, including points and places on the indicated portions of the highways specified.

98. No. MC-40494—J. S. Byard (Enid, Okla.):

Sub-No. 5—Sheet No. 1—Irregular routes—New and used combines, knocked-down, and combines, set up and parts thereof, in truckloads, between Independence, Mo., on the one hand, and, on the other, points and places in Oklahoma on and south of U.S. Highway 66 and west of U.S. Highway 77 (except points and places in Washita, Kiowa and Tillman Counties, Okla.), and points and places in Texas on and north of U.S. Highway 80 extending from the Texas-New Mexico State line to Abilene, Tex., and thence on and north of U.S. Highway 84 extending from Abilene to the Texas-Louisiana State line. Authority is granted to traverse Kansas for operating convenience only.

Sub-No. 7—Sheet No. 1—Irregular routes—New and used combines, knocked-down or set up, and parts thereof, in truckload lots, between Independence, Mo., on the one hand, and, on the other, points and places in Iowa, points and places in that part of Minnesota on and south of U.S. Highway 2, and those in that part of New Mexico, on and east of U.S. Highway 85, traversing Kansas, Oklahoma, Texas, and Colorado for operating convenience only.

99. No. MC-40610—Herbert P. McCormack, doing business as McCormack Transportation Company (Rock Rapids, Iowa):

Sheet No. 2—Regular routes—Malt beverages, in truckloads, from St. Paul, Minn., to Sioux Falls, S. Dak., serving the intermediate point of Luverne, Minn., for delivery only: From St. Paul over Minnesota Highway 5 to junction U.S. Highway 169, thence over U.S. Highway 169 to Mankato, Minn., thence over Minnesota Highway 60 to Madeira, Minn., thence over Minnesota Highway 15 to Fairmont, Minn., thence over U.S. Highway 16 to Sioux Falls.

100. No. MC-41425—Faulk-Collier Bonded Warehouses, Inc. (Monroe, La.):

Sheet No. 1—Irregular routes—General commodities, with exceptions as specified above (except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading) in truckload lots, from Monroe and West Monroe, La., and points and places within two miles of Monroe and West Monroe, to points and places in Louisiana within a radius of 150 miles.

High explosives, in truckload lots, from Monroe and West Monroe, La., and points and places within two miles of Monroe and West Monroe, to points and places in Arkansas, Louisiana and Mississippi.

101. No. MC-42011—D. Q. Wise & Co., Inc. (Pawhuska, Okla.):

Sheets Nos. 1-3—Irregular routes—Farm machinery and feed, in truckload lots, from Kansas City, Mo., and Kansas City, Kans., to points in that part of Oklahoma on and east of U.S. Highway 81, with no transportation for compensation on return except as otherwise authorized.

Binder twine, in truckload lots, from Moline, Kans., to points in that part of Oklahoma on and east of U.S. Highway 81, with no transportation for compensation on return except as otherwise authorized.

Brick, tile, and clay pipe, in truckload lots, between points in Oklahoma, Arkansas, Kansas, those in that part of Missouri on and south of U.S. Highway 54, and those in that part of Texas on and north of U.S. Highway 80.

Heavy machinery and parts thereof, in truckload lots, from Chicago, Ill., Milwaukee, Wis., and Indianapolis and Evansville, Ind., to points in Oklahoma, with no transportation for compensation on return except as otherwise authorized. Between points in Oklahoma, on the one hand, and, on the other, points in Arkansas and Kansas, those in that part of Missouri on and south of U.S. Highway 54, and those in that part of Texas on and north of U.S. Highway 80.

Building material, in truckload lots, between Maivern, and Peria, Ark., and points in that part of Arkansas west and north of a line beginning at the Missouri-Arkansas State line and extending along Arkansas Highway 59 (formerly portion U.S. Highway 71) to junction Arkansas Highway 72 (formerly portion U.S. Highway 71), thence along Arkansas Highway 72 to junction U.S. Highway 71, thence along U.S. Highway 71 to junction U.S. Highway 270, thence along U.S. Highway 270 to the Arkansas-Oklahoma State line, those in that part of Oklahoma east of U.S. Highway 81, and those in that part of Kansas east and south of a line beginning at the Oklahoma-Kansas State line and extending along U.S. Highway 81 to Wichita, Kans., thence along U.S. Highway 54 to the Kansas-Missouri State line, including points on the indicated portions of the highways specified.

Livestock, in truckload lots, between points in that part of Oklahoma east of U.S. Highway 81, on the one hand, and, on the other, Kansas City, Mo., Kansas City, Kans., and points in that part of Kansas east and south of a line beginning at the Oklahoma-Kansas State line and extending along U.S. Highway 54 to the Kansas-Missouri State line, including points on the indicated portions of the highways specified.

102. No. MC-42487—Consolidated Freightways Corporation of Delaware (Menlo Park, Calif.):

Sub-No. 43—Sheet No. 1—Regular routes—General commodities, except liquid petroleum products, in bulk, in tank trucks, in truckloads, minimum 20,000 pounds, over regular routes as follows:

Between Mountain Home, Idaho, and Anderson Dam, Idaho: From Mountain Home over U.S. Highway 20 to junction unnumbered highway, thence over unnumbered highway to the site of Anderson Dam, and return over the same route.

Between Dixie, Idaho, and Anderson Dam, Idaho: From Dixie over unnumbered highway to the site of Anderson Dam, and return over the same route.

Service is not authorized to or from intermediate points on the above-specified routes.

Sub-No. 316—Sheet No. 2—Irregular routes—Reinforcing steel and steel joists, in truckloads, from Portland, Ore., to points in Montana, with no transportation for compensation on return except as otherwise authorized.

Sub-No. 335—Sheet No. 1—Irregular routes—Logging, mining, farming, and road building machinery, dredges, contractors' equipment, and heavy machinery, in truckloads, between points in Idaho and Oregon east of the Cascade Mountains.

Sub-No. 500—Sheet No. 6—Irregular routes—General commodities, as specified next above (General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading) in truckload lots, from Chicago, Ill., to points in Darks, Miami, Clark, and Summit Counties, Ohio, with no transportation for compensation on return except as otherwise authorized.

103. No. MC-43169—Irving E. Oakleaf (Lyons, N.Y.):

Sheet No. 1—Regular routes—Furnace pipe, in truckloads, from Medina, N.Y., to Erie and Pittsburgh, Pa., as follows:

From Medina over New York Highway 31 to Lockport, N.Y., thence over New York Highway 78 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction New York Highway 5, thence over New York Highway 5 to the New York-Pennsylvania State line, thence over Pennsylvania Highway 5 to Erie; from Medina to Erie as specified above, thence over Pennsylvania Highway 5 to Avonia, Pa., thence over Pennsylvania Highway 98 to junction U.S. Highway 19, and thence over U.S. Highway 19 to Pittsburgh; and return, with no transportation for compensation except as otherwise authorized over these routes to Medina.

Service is not authorized to or from intermediate points.

Sheet No. 2—Irregular routes—General commodities, in truckloads, moving via New York State Barge Canal, between canal ports and Lockport to Syracuse, N.Y., inclusive, on the one hand, and, on the other, points and places in New York within 50 miles thereof.

Fresh fruits and vegetables, in truckloads, from points and places in Orleans County, N.Y., to points and places in Maryland, Massachusetts, Pennsylvania, and the District of Columbia; and

Sub-No. 2—Sheet No. 1—Irregular routes—Sheet metal furnace and air-conditioning pipe and fittings, in truckloads, over irregular routes, between Medina, N.Y., on the one hand, and, on the other, Akron, Canton, Cincinnati, Cleveland, Columbus, Dayton, Mansfield, Newark, Portsmouth, Springfield, Tiffin, Toledo, and Youngstown, Ohio.

104. No. MC-43442—Transportation Service, Inc. (Detroit, Mich.):

Sheets Nos. 1-3—Regular routes—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 Flint, Mich., and Cincinnati, Ohio, serving the intermediate points of Franklin and Reading, Ohio, and those north of Franklin and south of Reading and the off-route points of Newark, Zanesville, South Zanesville, and London, Ohio, and those within 5 miles of Cincinnati, Ohio, those within 3 miles of Columbus, Ohio, and those within 5 miles of Detroit, Mich., without restriction; and Chillicothe, Ohio, restricted to truckload lots only; from Flint over U.S. Highway 10 to Detroit, Mich., thence over U.S. Highway 25 to Dayton, Ohio, thence over unnumbered highway (formerly portion U.S. Highway 25) via Franklin, Ohio, to Sharonville, Ohio, thence over U.S. Highway 42 (formerly portion U.S. Highway 25) via Reading, Ohio, to Cincinnati, and return over the same route.

Between Flint, Mich., and Cincinnati, Ohio, serving all intermediate points, except those between Columbus and Springfield, and those between Franklin and Reading, and the off-route points of Newark, Zanesville, South Zanesville, and London, Ohio, those within 3 miles of Columbus, Ohio, and those within 5 miles of Detroit, Mich., without restriction; and Chillicothe, Ohio, restricted to truckload lots only, as follows:

From Flint over U.S. Highway 10 to Detroit, thence over Michigan Highway 381 to Wyandotte, Mich., thence over Michigan Highway 364 to junction U.S. Highway 25, thence over U.S. Highway 25 to Toledo, Ohio, thence over U.S. Highway 23 to Columbus, Ohio, thence over U.S. Highway 40 to Springfield, Ohio, thence over U.S. Highway 68 to Xenia, Ohio, thence over U.S. Highway 35 to Dayton, Ohio, and thence to Cincinnati as specified above, and return over the same route.

From Flint to Detroit as specified above, thence over Michigan Highway 379 to Trenton, Mich., thence over Michigan Highway 356 to junction U.S. Highway 24, thence over U.S. Highway 24 to Toledo, and thence to Cincinnati as specified above, and return over the same route; and from Flint to Springfield as specified above, thence over Ohio Highway 4 to Dayton, and thence to Cincinnati as specified above, and return over the same route.

Between Wapakoneta, Ohio, and Lancaster, Ohio, serving the intermediate points of Bellefontaine, Marysville, and Columbus, Ohio, and the off-route points of Newark, Zanesville, South Zanesville, and London, Ohio, and those within 5 miles of Cincinnati, Ohio, those within 3 miles of Columbus, Ohio, and those within 5 miles of Detroit, Mich., without restriction; and Chillicothe, Ohio, restricted to truckload lots only; from Wapakoneta over U.S. Highway 33 to Lancaster, and return over the same route.

Between Fostoria, Ohio, and Springfield, Ohio, serving the intermediate points of Findlay and Bellefontaine, Ohio, and the off-route points of Newark, Zanesville, South Zanesville, and London, Ohio, and those within 5 miles of Cincinnati, Ohio, those within 3 miles of Columbus, Ohio, and those within 5 miles of Detroit, Mich., without re-

striction; and Chillicothe, Ohio, restricted to truckload lots only; from Fostoria over Ohio Highway 12 to Findlay, Ohio, thence over U.S. Highway 68 to Springfield, and return over the same route.

Between Carey, Ohio, and Springfield, Ohio, serving the intermediate points of Findlay and Marysville, Ohio, and the off-route points of Newark, Zanesville, South Zanesville, and London, Ohio, and those within 5 miles of Cincinnati, Ohio, those within 3 miles of Columbus, Ohio, and those within 5 miles of Detroit, Mich., without restriction; and Chillicothe, Ohio, restricted to truckload lots only; from Carey over Ohio Highway 15 to Findlay, thence over U.S. Highway 68 to Kenton, Ohio, thence over Ohio Highway 31 to Marysville, Ohio, thence over Ohio Highway 38 to junction U.S. Highway 40, and thence over U.S. Highway 40 to Springfield, and return over the same route.

105. No. MC-43552—Union Motor Line, Inc. (Union, N.J.):

Sub-No. 7—Sheet No. 1—Irregular routes—Coal, in truckloads, from points in Luzerne, Lackawanna, and Schuylkill Counties, Pa., to points in Essex and Union Counties, N.J., with no transportation for compensation on return except as otherwise authorized.

106. No. MC-43654—Dixie Ohio Express, Inc. (Akron, Ohio):

Sheet No. 6—Regular and irregular routes—Tires, tubes, rubber articles, cotton factory products, cotton cord tire fabric, cotton fabrics, wooden winding cores, burlap discs, in truckloads, between Akron, Ohio, and points in Alabama and Georgia:

From Akron over above-specified regular routes to Alabama and Georgia State lines, thence over irregular routes to points in Alabama and Georgia; and return over irregular routes to the Alabama and Georgia State lines, thence over the above-specified routes to Akron.

107. No. MC-43716—Bigge Drayage Co., a corporation (San Leandro, Calif.):

Sheet No. 2—Irregular routes—Machinery, equipment, materials, and supplies used or useful in logging, mining, roadbuilding, and construction work, in truckloads, between points in Idaho and Oregon.

Between points in Idaho and Oregon, on the one hand, and, on the other, points in Nevada and California, except those in San Bernardino, Orange, Los Angeles, Riverside, San Diego, and Imperial Counties, Calif.

108. No. MC-44128—The Transport Corporation (Blackstone, Va.):

Sheet No. 2—Irregular routes—Hassocks, leather, and stoves, in truckload lots, from Richmond, Va., to New York, N.Y., and Newark, N.J., with no transportation for compensation on return except as otherwise authorized.

Enamelware, plumbing supplies, and linoleum, in truckload lots, from Trenton, N.J., to Richmond, Va., with no transportation for compensation on return except as otherwise authorized.

109. No. MC-44250—Martin J. Hansberry Trucking, Inc. (Nashua, N.H.):

Sheet No. 2—Irregular routes—Woodwork, and materials, supplies, and equipment incidental to the manufacture and assembly of woodwork, in truckload lots, from Boston and Somerville, Mass., to Bristol, Meriden, and Hartford, Conn., and points in Rhode Island, with no transportation for compensation on return except as otherwise authorized.

110. No. MC-44401—Mattland Brothers Transfer, Incorporated (Petersburg, Va.):

Sheets Nos. 1-3—Regular and irregular routes—Lumber, in truckload lots, from Petersburg, Va., to Baltimore, Md., serving the intermediate point of Washington, D.C., for delivery only:

From Petersburg over U.S. Highway 1 to Baltimore, and return over the same route

with no transportation for compensation except as otherwise authorized.

Raw tobacco, in truckload lots, from Durham, N.C., to Petersburg, Va., serving the intermediate points of Oxford and Henderson, N.C., for pickup only:

From Durham over U.S. Highway 15 to Oxford, N.C., thence over Alternate U.S. Highway 158 to Henderson, N.C., thence over U.S. Highway 1 to Petersburg, and return over the same route with no transportation for compensation except as otherwise authorized.

Oil and grease, in containers, in truckload lots, from Marcus Hook, Pa., to Hopewell, Va., serving no intermediate points:

From Marcus Hook over U.S. Highway 13 to junction U.S. Highway 40, thence over U.S. Highway 40 to Baltimore, Md., thence over U.S. Highway 1 to junction Virginia Highway 10, thence over Virginia Highway 10 to Hopewell, and return over the same route with no transportation for compensation except as otherwise authorized.

Canned goods, in truckload lots, from Norfolk, Va., to Henderson, Littleton, Oxford, Warrenton, Weldon, Durham, Raleigh, Goldsboro, Greensboro, Winston-Salem, and Charlotte, N.C., and Petersburg and Blackstone, Va., with no transportation for compensation on return except as otherwise authorized.

Vinegar, in truckload lots, from Winchester, Va., to Henderson, Littleton, Roanoke Rapids, and Warrenton, N.C., with no transportation for compensation on return except as otherwise authorized.

111. No. MC-44447—Suburban Motor Freight, Inc. (Columbus, Ohio):

Sheet No. 5—Irregular routes—Animal and poultry feed, in truckloads, from Chicago, Ill., and Hammond and Roby, Ind., to points and places in Ohio on and west of U.S. Highway 23.

Paper and paper products, in truckloads, from Chillicothe, Franklin, and Urbana, Ohio, to St. Louis, Mo., Chicago, Danville, and Joliet, Ill., and points and places in Indiana on and north of U.S. Highway 40.

112. No. MC-44605—Mine Truck Lines, Inc. (Salt Lake City, Utah):

Sheet No. 9—Irregular routes—General commodities, with exceptions as specified immediately above (except those of unusual value and commodities injurious or contaminating to other lading) in truckload lots, and housegoods, between points in Iron and Washington Counties, Utah, on the one hand, and, on the other, points in Kane County, Utah, on and west of U.S. Highway 89, those in Bryce Canyon National Park, Utah, and those in Lincoln County, Nev., on and east of U.S. Highway 93 (except Pioche, Panaca, and Callente, Nev.).

113. No. MC-47583—Ed Holestine (Kansas City, Kans.):

Sheet No. 1—Irregular routes—Steel and iron tanks, in truckload lots, from Kansas City, Mo., to points and places in Kansas.

Building materials, and feed, in truckload lots, from Kansas City, Mo., and Kansas City, Kans., to points and places in Kansas.

Pipe and structural steel, in truckload lots, from Kansas City, Kans., and Kansas City, Mo., to points and places in that part of Oklahoma east and north of a line beginning at the Oklahoma-Kansas State line and extending along U.S. Highway 81 to junction Oklahoma Highway 1, thence along Oklahoma Highway 1 to the Oklahoma-Arkansas State line, including points and places on the indicated portions of the highways specified.

Return, with no transportation for compensation except as otherwise authorized, to Kansas City, Mo., and Kansas City, Kans.

Livestock, seed, and agricultural machinery, in truckload lots, between Kansas City,

Mo., and Kansas City, Kans., on the one hand, and, on the other, points and places in Kansas.

Sub-No. 5—Sheet No. 1—Irregular routes—Building materials, iron and steel tanks, and feed, in truckload quantities, from north Kansas City, Mo., to points and places in Kansas, with no transportation for compensation on return except as otherwise authorized.

Pipe and structural steel, in truckload quantities, from north Kansas City, Mo., to points and places in Kansas and those in that part of Oklahoma on and east and north of a line extending from Oklahoma-Kansas State line along U.S. Highway 81 to junction Oklahoma Highway 1, thence along Oklahoma Highway 1 to Oklahoma-Arkansas State line, with no transportation for compensation on return, except as otherwise authorized.

Livestock, seed, and agricultural machinery, in truckload quantities, between north Kansas City, Mo., and points and places in Kansas.

114. No. MC-50242—J. C. Bowman Trucking Company, a corporation (Natchez, Miss.):

Sub-No. 1—Sheet No. 1—Irregular routes—Structural steel, tanks, heavy machinery, and oilfield equipment, materials, and supplies, in truck loads, between points in Louisiana and Mississippi.

115. No. MC-51170—Thomas C. Warner, doing business as Cole Transfer & Storage Company (Ogden, Utah):

Sheet No. 2—Irregular routes—Electric motors and transformers, bakery ovens, heavy machinery, heavy and bulky articles, wires, pipe, and machinery, materials, supplies and equipment, incidental to, or used in, the construction, development, operation and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, in truckload lots, between points and places in Weber County, Utah, on the one hand, and, on the other, points and places in Utah and Nevada, those in Wyoming west of the Continental Divide, and those in that part of Idaho east of the western boundary of Lemhi County and south of the southern boundary of Idaho County.

116. No. MC-52110—Brady Motorfrate, Inc. (Des Moines, Iowa):

Sub-No. 84—Sheet No. 4—Regular routes—Scrap paper, in truckload lots, from Chicago, Ill., to Elkhart, Ind.; serving the intermediate and off-route points in the Chicago, Ill., commercial zone, as defined by the Commission: From Chicago over U.S. Highway 20 to Elkhart.

117. No. MC-52629—Huber & Huber Motor Express, Inc. (Staunton, Va.):

Sub-No. 51—Sheet No. 14—Irregular routes—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 in truckload lots, between Cincinnati, Ohio, and points within ten miles of Cincinnati, on the one hand, and, on the other, points in Kentucky.

118. No. MC-52673—Fred Olson Motor Service Company, a corporation (Milwaukee, Wis.):

Sheet No. 5—Irregular routes—Fertilizer, in truckload lots, from Milwaukee, Wis., to points in Du Page County, Ill., with no transportation for compensation on return except as otherwise authorized.

119. No. MC-52752—Western Transportation Company, a corporation (Chicago, Ill.):

Sheets Nos. 1 and 2—Regular routes—General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods,

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17 M.C.C. 467, commodities in bulk, and those requiring special equipment,

Between Waterloo, Iowa, and Mason City, Iowa, restricted to truckload lots, from Waterloo over U.S. Highway 218 to junction U.S. Highway 18, thence over U.S. Highway 18 to Mason City, and return over the same route. Service is not authorized to or from intermediate points.

120. No. MC-52828—Farson Motor Lines, Inc., a Kentucky corporation (Ashland, Ky.): Sheet No. 2—Irregular routes—Castings, in truckloads, from Ironton, Ohio, to Detroit and Royal Oak, Mich.

Iron and steel and articles of iron and steel manufacture, in truckloads, from Huntington, W. Va., to Detroit and Royal Oak, Mich.

121. No. MC-53269—Edith R. Allen, doing business as S. P. Rutherford Transfer and Storage (Bristol, Tenn.):

Sheet No. 2—Irregular routes—Groceries, hardware, automobile tires and tubes, building materials, fertilizer, agricultural commodities, and livestock, in truckload lots only, between Bristol, Tenn., and Bristol, Va., on the one hand, and, on the other, points within 125 miles of Bristol, Tenn., and those within 125 miles of Bristol, Va.

122. No. MC-55836—Atlas Transportation Co., Inc., of Cambridge (Cambridge, Mass.):

Sheets Nos. 1 and 2—Regular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Boston, Mass., and Bangor, Maine, as follows: From Boston over U.S. Highway 1 via Biddeford and Portland, Maine, to Brunswick, Maine, thence over U.S. Highway 201 via Augusta, Maine, to Fairfield, Maine, thence over Maine Highway 11 to Newport, Maine, and thence over U.S. Highway 2 to Bangor; from Boston to Portland, Maine, as specified above, thence over Maine Highway 3 to Augusta, Maine, and thence to Bangor as specified above. From Boston to Portland, Maine, as specified above, thence over U.S. Highway 1 to Brunswick, Maine, thence over Maine Highway 196 to Lewiston, Maine, thence over Maine Highway 126 to Gardiner, Maine, thence over U.S. Highway 201 to Augusta, Maine, and thence to Bangor as specified above. Return over the above-specified routes to Boston.

Service is authorized to and from the intermediate and off-route points of Portsmouth, N.H., and Auburn, Augusta, Brunswick, Biddeford, Brewer, Fairfield, Freeport, Gardiner, Hollowell, Kennebunk, Lewiston, Ogunquit, Portland, Saco, Topsham, Waterville, Wells, Winslow, York Corner, Bath, Cape Elizabeth, Cape Porpoise, Kennebunk Beach, Kennebunk Port, Kittery, Randolph, Scarborough, South Portland, Wells Beach, York Harbor, York Village, Old Orchard Beach, and Pine Point, Maine, those within 12 miles of Portland, Maine, and those within 12 miles of Boston, Mass., unrestricted; those in Massachusetts beyond 12 miles but within 20 miles of Boston restricted against service to and from points located on Massachusetts Highway 28, U.S. Highways 1, 3, and 20, in connection with traffic originating at, or destined to, Boston; and Newburyport, Andover, Campello, Haverhill, Lawrence, Lowell, and Methuen, Mass., and Newport, Pittsfield, Cumberland Mills, Rockland, Skowhegan, and Westbrook, Maine, restricted to truckload lots.

123. No. MC-55889—Cooper Transfer Co., Inc. (Brewton, Ala.):

Sheet Nos. 4-7—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equip-

ment, and those injurious or contaminating to other lading, in truckloads, between Mobile, Ala., on the one hand, and, on the other, points in Alabama.

Between Evansville, Ind., and Indianapolis, Ind., serving no intermediate points, service is authorized to and from Evansville only, restricted to shipments in truckload lots originating at or destined to points in Michigan. From Evansville over U.S. Highway 41 to Terre Haute, Ind., thence over U.S. Highway 40 to Indianapolis and return over the same route.

124. No. MC-55896—R. W. Express, Inc. (Dearborn, Mich.):

Sheet Nos. 1-5—Regular routes—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 Detroit, Mich., and Chicago, Ill.: From Detroit over Michigan Highway 14 (formerly U.S. Highway 12) to junction unnumbered highway (formerly U.S. Highway 12) at or near Ann Arbor, Mich., thence over unnumbered highway via Lima Center, Mich., to junction Business Route Interstate Highway 94 (formerly U.S. Highway 12), thence over Business Route Interstate Highway 94 to junction unnumbered highway (formerly U.S. Highway 12) at or near Jackson, Mich., thence over unnumbered highway via Parma, Albion, and Marshall, Mich., to junction Business Route Interstate Highway 94 (formerly U.S. Highway 12), thence over Business Route Interstate Highway 94 via Battle Creek, Mich., to junction Interstate Highway 94 (formerly U.S. Highway 12), thence over Interstate Highway 94 to junction unnumbered highway (formerly U.S. Highway 12), thence over unnumbered highway via Kalamazoo, Oshtemo, Paw Paw, and Coloma, Mich., to Benton Harbor, Mich., thence over Business Route Interstate Highway 94 to junction unnumbered highway (formerly U.S. Highway 12), thence over unnumbered highway via Bridgman, Sawyer, and Union Pier, Mich., to junction U.S. Highway 12, and thence over U.S. Highway 12 to Chicago, and return over the same route.

Between junction U.S. Highway 12 (formerly U.S. Highway 112) and Michigan Highway 205, and Chicago, Ill.: From junction U.S. Highway 12 (formerly U.S. Highway 112) and Michigan Highway 205, over U.S. Highway 12 to Chicago and return over the same route.

Between Detroit, Mich., and Toledo, Ohio: From Detroit over U.S. Highway 25 to Toledo, and return over the same route. From Detroit over unnumbered highway (formerly County Highway 381) to Trenton, Mich., thence over unnumbered highway (formerly County Highway 356) to junction U.S. Highway 25, and thence over U.S. Highway 25 to Toledo and return over the same route.

Between Lansing, Mich., and Indianapolis, Ind.: From Lansing over U.S. Highway 27 to Fort Wayne, Ind., thence over U.S. Highway 24 to Huntington, Ind., thence over Indiana Highway 9 to Huntsville, Ind., and thence over U.S. Highway 36 to Indianapolis, and return over the same route.

Between Kalamazoo, Mich., and Richmond, Ind.: From Kalamazoo over U.S. Highway 131 to junction U.S. Highway 12 (formerly U.S. Highway 131) near White Pigeon, Mich., thence over U.S. Highway 12 to junction Michigan Highway 103 (formerly U.S. Highway 131) at or near Motville, Mich., thence over Michigan Highway 103 to the Michigan-Indiana State line, thence over Indiana Highway 15 to Bristol, Ind., thence over Indiana Highway 120 to Elkhart, Ind., thence over U.S. Highway 33 to Decatur, Ind., and thence over U.S. Highway 27 to Richmond, and return over the same route.

Between Benton Harbor, Mich., and Indianapolis, Ind.: From Benton Harbor over U.S. Highway 31 to Indianapolis and return over the same route.

Between Chicago, Ill., and Fort Wayne, Ind.: From Chicago over U.S. Highway 41 to junction U.S. Highway 30, thence over U.S. Highway 30 to Fort Wayne, and return over the same route.

Between junction U.S. Highway 20 and Indiana Highway 2 near Rolling Prairie, Ind., and Elkhart, Ind.: From junction U.S. Highway 20 and Indiana Highway 2 near Rolling Prairie, Ind., over Indiana Highway 2 to South Bend, Ind., thence over U.S. Highway 33 to Elkhart, and return over the same route.

Between Niles, Mich., and Paw Paw, Mich.: From Niles over Michigan Highway 40 to Paw Paw, and return over the same route.

Between Niles, Mich., and Buchanan, Mich.: From Niles over unnumbered highway (formerly County Highway 316) to Buchanan, and return over the same route. From Niles over U.S. Highway 12 (formerly U.S. Highway 112) to junction unnumbered highway (formerly Michigan Highway 174), thence over unnumbered highway to Buchanan, and return over the same route.

Between Jackson, Mich., and Niles, Mich.: From Jackson over U.S. Highway 60 to Niles, and return over the same route.

Between Albion, Mich., and Homer, Mich.: From Albion over Michigan Highway 99 to Homer, and return over the same route.

Between Galesburg, Mich., and Battle Creek, Mich.: From Galesburg over Michigan Highway 96 to Battle Creek and return over the same route.

Between Lansing, Mich., and Somerset Center, Mich.: From Lansing over U.S. Highway 127 to Jackson, Mich., thence over unnumbered highway (formerly U.S. Highway 127) to Somerset Center, and return over the same route.

Between Bay City, Mich., and Detroit, Mich.: From Bay City over Michigan Highway 13 (formerly portion U.S. Highway 23) to Saginaw, Mich., thence over unnumbered highway (formerly U.S. Highway 23) via Bridgeport, Mich., to junction U.S. Highway 23, thence over U.S. Highway 23 to junction Michigan Highway 54 (formerly portion U.S. Highway 23), thence over Michigan Highway 54 via Flint, Mich., to junction U.S. Highway 10, and thence over U.S. Highway 10 to Detroit, and return over the same route.

Between Monroe, Mich., and Cambridge, Mich.: From Monroe over Michigan Highway 50 to Cambridge, and return over the same route.

Between Tecumseh, Mich., and Clinton, Mich.: From Tecumseh over unnumbered highway (formerly Michigan Highway 52) to Clinton, and return over the same route.

Between Erie, Mich., and junction Michigan Highway 151 and U.S. Highway 223: From Erie over U.S. Highway 25 to junction Michigan Highway 151, thence over Michigan Highway 151 to junction U.S. Highway 223, and return over the same route.

Between Rochester, Ind., and Lafayette, Ind.: From Rochester over Indiana Highway 25 to Lafayette, and return over the same route.

Between Logansport, Ind., and Huntington, Ind.: From Logansport over U.S. Highway 24 to junction unnumbered highway (formerly portion U.S. Highway 24), thence over unnumbered highway via Wabash, Ind., to junction U.S. Highway 24, thence over U.S. Highway 24 to Huntington, and return over the same route.

Between Crawfordsville, Ind., and Union City, Ind.: From Crawfordsville over Indiana Highway 32 to Union City, and return over the same route.

Between Union City, Ind., and Frankfort, Ind.: From Union City over Indiana Highway 28 to Frankfort and return over the same route.

Between Noblesville, Ind., and Frankfort, Ind.: From Noblesville over Indiana Highway 38 to Frankfort and return over the same route.

Between Richmond, Ind., and junction Indiana Highway 38 and U.S. Highway 36: From Richmond over Indiana Highway 38 to junction U.S. Highway 36, and return over the same route.

Between Richmond, Ind., and Kokomo, Ind.: From Richmond over U.S. Highway 35 to Kokomo, and return over the same route.

Between Matthews, Ind., and Lafayette, Ind.: From Matthews over U.S. Highway 35 to junction Indiana Highway 26, thence over Indiana Highway 26 to Lafayette, and return over the same route.

Between Fort Wayne, Ind., and New Castle, Ind.: From Fort Wayne over Indiana Highway 1 to Flat, Ind., thence over Indiana Highway 18 to junction Indiana Highway 3, and thence over Indiana Highway 3 to New Castle, and return over the same route.

Between Portland, Ind., and Gas City, Ind.: From Portland over Indiana Highway 26 to Hartford City, Ind., thence over Indiana Highway 22 to Gas City, and return over the same route.

In connection with the above described routes, service is authorized to and from junction U.S. Highways 41 and 30 and all other intermediate points on the above-specified routes other than those on U.S. Highway 41 between Chicago, Ill., and junction U.S. Highways 41 and 30; and the off-route points of Athens, Mich., Shirley and Kennard, Ind., those in the Chicago, Ill., Commercial Zone, as defined by the Commission in 1 M.C.C. 673, those within 5 miles of Detroit, and those within 5 miles of Indianapolis, without restriction, and Waukegan, Lockport, Joliet, Elgin, and Rockford, Ill., restricted to truckload lots only.

125. No. MC-57932—North Shore Transportation Co., Inc. (Jamaica, Long Island, N.Y.):

Sub-No. 1—Sheets Nos. 1 and 2—Irregular routes—Agricultural commodities, in truckloads, from points in that part of Suffolk County, N.Y., on and east of New York Highway 112, to points in New Jersey within 30 miles of Columbus Circle, New York, N.Y., with no transportation for compensation on return except as otherwise authorized.

Fertilizer and fertilizer material, in truckloads, from Cartaret, N.J., to points in that part of Suffolk County, N.Y., on and east of New York Highway 112, with no transportation for compensation on return except as otherwise authorized.

Poultry feed, in truckloads, from Jersey City and Weehawken, N.J., to points in that part of Suffolk County, N.Y., on and east of New York Highway 112, with no transportation on return except as otherwise authorized.

126. No. MC-59264—Smith & Solomon Trucking Company, a corporation (New Brunswick, N.J.):

Sheet No. 2—Irregular routes—General commodities, with exceptions as specified above (except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading) in truckload lots, between New York, N.Y., and points in Hudson, Essex, Union, Somerset, Middlesex, and Mercer Counties, N.J., on the one hand, and, on the other, Washington, D.C.

Cigar box lumber and empty cigar boxes, in truckload lots, between points in Middlesex County, N.J., on the one hand, and, on the other, points in Luzerne, Lehigh, Monroe, and Northampton Counties, Pa.

Pyroxylin products, in truckload lots, between points in Middlesex County, N.J., on the one hand, and, on the other, Auburn, N.Y.

127. No. MC-59410—Thelma G. Stuart, doing business as Stuart Trucking Co., (Spokane, Wash.):

Sheet No. 2—Irregular routes—Lumber, brick, and sewer tile, in truckloads, between points in Latah, Kootenai, and Shoshone Counties, Idaho, on the one hand, and, on the other, points in Adams, Lincoln, Spokane, Stevens, and Whitman Counties, Wash.

Lumber, except millwork, in truckloads, from points in Bonner County, Idaho, to points in Adams, Lincoln, Spokane, Stevens, and Whitman Counties, Wash., with no transportation for compensation on return except as otherwise authorized.

128. No. MC-59583—The Mason & Dixon Lines, Incorporated (Kingsport, Tenn.):

Sheet No. 11—Irregular routes—Felt base carpeting and rugs (linoleum), in truckloads, from Salem, N.J., and points within 1 mile of Salem, to Bristol, Chattanooga, Kingsport, and Knoxville, Tenn., with no transportation for compensation on return except as otherwise authorized.

129. No. MC-60478—William Land, Inc. (Scranton, Pa.):

Sheet No. 1—Irregular routes—General commodities, except those of unusual value, and except livestock, dangerous explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckload lots, between Scranton, Pa., and points and places within 15 miles of Scranton, on the one hand, and, on the other, New York, N.Y., and points and places in New York within 15 miles of New York, N.Y., and points and places in New Jersey.

130. No. MC-61231—Aikire Truck Lines, Inc. (Kansas City, Mo.):

Sub-No. 8—Sheet No. 1—Irregular routes—Building materials, including road-building materials, structural steel, and tanks, in truckloads, between Kansas City, Mo., and Kansas City, Kans., on the one hand, and, on the other, points in Illinois, Iowa, and Missouri.

Sub-No. 12—Sheets Nos. 4-6—Irregular routes—Butter, in truckload lots only, from Casey, Iowa, to Chicago, Ill., with no transportation for compensation on return except as otherwise authorized.

Eggs, hides, and empty beer containers, in truckload lots only, from Omaha, Nebr., to Chicago, Ill., with no transportation for compensation on return except as otherwise authorized.

Farm implements, beer, soap, and twine, in truckload lots only, from Chicago, Ill., to Omaha, Nebr., Atlantic, Iowa, and points in Iowa within 60 miles of Atlantic, with no transportation for compensation on return except as otherwise authorized.

Flour, in truckload lots only, from Crete, Nebr., to Atlantic, Iowa, with no transportation for compensation on return except as otherwise authorized.

Petroleum products, in truckload lots only, from Omaha, Nebr., to St. Paul and Minneapolis, Minn., with no transportation for compensation on return except as otherwise authorized.

Beer, in truckload lots only, from St. Paul and Minneapolis, Minn., to Atlantic, Iowa, and Omaha, Nebr., with no transportation for compensation on return except as otherwise authorized.

Livestock, in truckload lots only, from Atlantic, Iowa, and points within 35 miles of Atlantic, to Chicago, Ill., and Omaha, Nebr., with no transportation for compensation on return except as otherwise authorized.

Sub-No. 13—Sheet No. 1—Irregular routes—Building materials, including road-building materials, structural steel, and tanks, in truckloads, from Portage, Ind., and those Indiana points within the Chicago, Ill., commercial zone, as defined in Chicago,

Ill., commercial zone, 1 M.C.C. 673, to Kansas City, Mo., with no transportation for compensation on return except as otherwise authorized.

Restriction: Service from Portage, Ind., shall be limited to the transportation of such building materials as carrier may now transport under its authority to transport iron and steel mill products.

131. No. MC-61394—Pierce Arrow Trucking Co. of R.I., Inc. (Cranston, R.I.):

Sheets Nos. 2 and 3—Irregular routes—Pig Iron, in truckload lots only, from Providence, R.I., to Holyoke and Southwick, Mass., points in Rhode Island, and those in Massachusetts within 50 miles of Providence, R.I., with no transportation for compensation on return except as otherwise authorized.

Wire, in truckload lots only, from East Providence, R.I., to Boston, Bridgewater, Cambridge, Fairhaven, Fall River, Lawrence, Lowell, Lynn, Taunton, Weymouth, and Worcester, Mass., with no transportation for compensation on return except as otherwise authorized.

Forest products, in truckload lots, and shingles, between East Providence, Providence, Pawtucket, and Portsmouth, R.I., on the one hand, and, on the other, Easthampton and Southwick, Mass., and points in that part of Massachusetts on and east of U.S. Highway 5, and on and south of a line beginning at the junction of U.S. Highway 5 and Massachusetts Highway 2, thence along Massachusetts Highway 2 to junction unnumbered highway (formerly Massachusetts Highway 2) east of Westminster, Mass., thence along unnumbered highway via Fitchburg, Mass., to junction Massachusetts Highway 2A (formerly Massachusetts Highway 2), thence along Massachusetts Highway 2A via Lunenburg, Ayer, Littleton, and Littleton Common, Mass., to junction Massachusetts Highway 2, near East Acton, Mass., and thence along Massachusetts Highway 2 to Boston, Mass., and points in Connecticut and Rhode Island.

From Fall River, Mass., to Newport, Providence, and Warwick, R.I., with no transportation for compensation on return except as otherwise authorized; from New Bedford, Mass., to Providence, R.I., with no transportation for compensation on return except as otherwise authorized.

132. No. MC-61576—Marvin W. Squires (Decatur, Nebr.):

Sheet No. 1—Irregular routes—Grain and household goods, in truckload lots, only, between Decatur, Nebr., and points and places within 15 miles of Decatur, on the one hand, and, on the other, points and places in Iowa and Minnesota.

133. No. MC-61624—Kirby & Kirby, Inc. (Trenton, N.J.):

Sheet No. 4—Irregular routes—potatoes, in truckload lots, from points in Mercer, Monmouth and Middlesex Counties, N.J., within 20 miles of Hightstown, N.J., to Yonkers and White Plains, and New York, N.Y., Philadelphia, Pa., and Newark and Camden, N.J., with no transportation for compensation on return except as otherwise authorized.

Iron or steel products and wire rope and cable, in truckload lots, from Trenton, N.J., to points in Pennsylvania and West Virginia, with no transportation for compensation on return except as otherwise authorized.

134. No. MC-62745—Wooleyhan Transport Company, a corporation (Wilmington, Del.):

Sheet No. 5—Irregular routes—Asbestos and equipment used or useful in applying asbestos, paper products, and petroleum products in cases and drums, in truckload lots, from Philadelphia to points and places

in Delaware and New Jersey, with no transportation for compensation on return, except as otherwise authorized.

135. No. MC-63562—Northern Pacific Transport Company, a corporation (St. Paul, Minn.):

Sub-No. 33—Sheet Nos. 1 and 2—Regular routes—Machinery, in truckload lots, from Seattle, Wash., to Everett, Wash., serving no intermediate points: From Seattle over U.S. Highway 99 to Everett, with no transportation for compensation on return except as otherwise authorized.

Lumber, plywood, doors, and sash, in truckload lots, from Everett, Wash., to Tacoma, Wash., serving the intermediate point of Seattle, Wash., restricted to delivery only: From Everett over U.S. Highway 99 to Tacoma; and

Glue and caustic soda, in truckload lots, from Tacoma, Wash., to Everett, Wash., serving the intermediate point of Seattle, Wash., restricted to pickup only: From Tacoma over U.S. Highway 99 to Everett.

Restriction: The authority granted herein is subject to the following conditions: (1) The service authorized shall be limited to that which is auxiliary to, or supplemental of, train service of the Northern Pacific Railway Co.; (2) carrier shall not serve, render service from or to, or interchange traffic at, any point which is not a station on the said railroad; (3) shipments transported by carrier shall be limited to those which, in addition to the movement by it, receive an immediately prior or immediately subsequent movement by rail; and (4) such further conditions as the Commission, in the future, may find it necessary to impose in order to insure that the service shall be limited to that which is auxiliary to, or supplemental of, rail service.

136. No. MC-63792—Howard T. Tellepsen, doing business as Tom Hicks Transfer Company (Harvey, La.):

Sheet No. 2—Irregular routes—Heavy machinery, and machinery, materials, supplies and equipment incidental to, and used in, the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, in truckload lots, between points in Arkansas, Louisiana, and Mississippi.

General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckload lots, from Monroe and West Monroe, La., to Bastrop, Ruston, and Winnsboro, La., with no transportation for compensation on return except as otherwise authorized.

137. No. MC-65580—Mushroom Transportation Company, Inc. (Philadelphia, Pa.):

Sheets Nos. 1 and 2—Regular routes—General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Baltimore, Md., and Philadelphia, Pa., as follows: From Baltimore over U.S. Highway 1 to Philadelphia, Pa., and return over the same route. Service is not authorized to or from intermediate points.

Between Baltimore, Md., and Buffalo, N.Y., as follows:

From Baltimore over U.S. Highway 1 to junction Pennsylvania Highway 52, thence over Pennsylvania Highway 52 to West Chester, Pa., thence over U.S. Highway 322 to Downingtown, Pa., thence over U.S. Highway 30 to Lancaster, Pa., thence over U.S.

Highway 230 to Harrisburg, Pa. (also from Baltimore over U.S. Highway 111 to Harrisburg), thence over U.S. Highway 11 to Northumberland, Pa., thence over U.S. Highway 15 via Erwins and Wayland, N.Y., to Rochester, N.Y., thence over New York Highway 33 via Batavia, N.Y., to Buffalo (also from Batavia over New York Highway 5 to Buffalo);

From Baltimore to Erwins, N.Y., as specified above, thence over New York Highway 17 to Kennedy, N.Y., thence over U.S. Highway 62 to Frewsburg, N.Y., thence over New York Highway 60 to Jamestown, N.Y., thence over New York Highway 17 to Kennedy, and thence over U.S. Highway 62 to Buffalo;

From Baltimore to Wayland, N.Y., as specified above, thence over New York Highway 245 to Dansville, N.Y., thence over New York Highway 36 to Greigsville, N.Y., thence over New York Highway 63 to Pavilion, N.Y., thence over New York Highway 19 to Pavilion Center, N.Y., and thence over U.S. Highway 20 to Buffalo (also from Pavilion, N.Y., over New York Highway 63 to Batavia, N.Y., and thence to Buffalo as specified above);

From Baltimore, Md., over U.S. Highway 1 to Philadelphia, Pa., thence over U.S. Highway 309 to Wilkes-Barre, Pa., thence over U.S. Highway 11 to Syracuse, N.Y., thence over New York Highway 5 to Eldridge, N.Y., thence over New York Highway 31C to Jordan, N.Y., thence over New York Highway 31 to Rochester, N.Y., thence over New York Highway 33 via Batavia, N.Y., to Buffalo (also from Syracuse, N.Y., over New York Highway 5 to Batavia, N.Y., and thence to Buffalo as specified above), and return over these routes to Baltimore.

Between Binghamton, N.Y., and Endicott, N.Y.: From Binghamton over New York Highway 17C to Endicott, and return over the same route.

Service is authorized to and from the intermediate and off-route points of York, Pa., restricted to truckload lots only; Lancaster, Landisville, and Steelton, Pa., Kearney and Trenton, N.J., those in Chester, Delaware, Montgomery, Philadelphia, and Bucks Counties, Pa., and New Castle County, Del., those in New Jersey on and south of U.S. Highway 30, those in New Jersey within 45 miles of Kennett Square, Pa., Harrisburg, Pa., and those on the regular routes between Harrisburg and Buffalo, N.Y., restricted to traffic moving to or from points in that part of New York on and west of a line beginning at the New York-Pennsylvania State line and extending along U.S. Highway 15 to Springwater, N.Y., thence along New York Highway 15A to Rochester; points and places in the Washington, D.C., commercial zone, as defined by the Commission in 3 M.C.C. 243, those within eight miles of Baltimore, and those in the New York territory specified above, without restriction; except that service is not authorized on the regular routes between points and places in Maryland, Pennsylvania, and the District of Columbia.

138. No. MC-65941—Tower Lines, Inc. (Wheeling, W. Va.):

Sheets No. 5 and 6—Irregular routes—Textile products, in truckload lots only, from Cheraw, Hartsville, and McColi, S.C., and Bladenboro, Laurel Hill, Laurinburg, Monroe, and Vass, N.C., to Akron, Dayton, and Findlay, Ohio.

Hardware, in truckload lots only, from Columbus, Ohio, to Monroe, Charlotte, and Fayetteville, N.C., Columbia, Charleston, Greenville, and Spartanburg, S.C., and points in Chesterfield, Darlington, Florence, and Marlboro Counties, S.C.

Glass bottles, in truckload lots only, from Parkersburg, W. Va., to Charlotte and Monroe, N.C.

Grindstones, in truckload lots only, from Cleveland, Ohio, to Charlotte and Monroe, N.C., and Greenville, S.C.

Toy wagons, in truckload lots only, from Toledo, Ohio, to Charlotte and Monroe, N.C., and Greenville, S.C.

Lawn mowers, in truckload lots only, from Shelbyville, Ind., to Charlotte and Monroe, N.C., and Greenville, S.C.

139. No. MC-67071—Viola M. Merritt, doing business as E. C. Merritt Express Co. (Auburn, Mass.):

Sheet No. 5—Irregular routes—Textile machinery, in truckloads, between Worcester, Millbury, Grafton, and East Douglas, Mass., on the one hand, and, on the other, points in Maine, New Hampshire, Massachusetts, Connecticut, and Rhode Island.

140. No. MC-67646—Hall's Motor Transit Company, a corporation (Sunbury, Pa.):

Sub-No. 43—Sheets Nos. 1-4—Regular routes—General commodities, except household goods as defined by the Commission, livestock, classes A and B explosives requiring modities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Washington, D.C., and New York, N.Y., serving all intermediate points, with service at the intermediate points between Baltimore and Elkton, Md., not including points within 8 miles of the corporate limits of Baltimore, Md., restricted to truckload shipments of 10,000 pounds or more: From Washington over U.S. Highway 1 to Baltimore, Md., thence over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to Trenton, N.J., thence over New Jersey Highway 27 to Newark, N.J. (also from Baltimore, Md., over U.S. Highway 1 to Newark, N.J.), and thence over U.S. Highway 1 to New York, and return over the same route.

Between Baltimore, Md., and Harrisburg, Pa., serving all intermediate points: From Baltimore over U.S. Highway 111 to Harrisburg, and return over the same route.

Between Baltimore, Md., and Philadelphia, Pa., serving all intermediate points, with service at the intermediate points between Baltimore, Md., and Hanover, Pa., not including points within 8 miles of the corporate limits of Baltimore, Md., and Littlestown, Pa., restricted to truckload shipments of 10,000 pounds or more: From Baltimore over U.S. Highway 140 to Littlestown, Pa., thence over Pennsylvania Highway 194 to Hanover, Pa., thence over Pennsylvania Highway 116 to junction U.S. Highway 30, and thence over U.S. Highway 30 to Philadelphia, and return over the same route.

Between Harrisburg, Pa., and Philadelphia, Pa., serving all intermediate points: From Harrisburg over U.S. Highway 422 to Philadelphia, Pa., and return over the same route.

Between Harrisburg, Pa., and Lancaster, Pa., serving all intermediate points: From Harrisburg over U.S. Highway 230 to Lancaster, and return over the same route.

Between Harrisburg, Pa., and Elizabeth, N.J., serving all intermediate points: From Harrisburg over U.S. Highway 22 to Allentown, Pa., thence over unnumbered highway (formerly U.S. Highway 22) via Butztown and Wilson, Pa., to junction U.S. Highway 22, thence over U.S. Highway 22 to Somerville, N.J., and thence over New Jersey Highway 28 to Elizabeth, and return over the same route.

Between Somerville, N.J., and Newark, N.J., serving all intermediate points: From Somerville over U.S. Highway 22 to Newark, and return over the same route.

Between Reisterstown, Md., and Hanover, Pa., serving all intermediate points, with service at the intermediate points between Reisterstown, Md., and Hanover, Pa., restricted to truckload shipments of 10,000 pounds or more: From Reisterstown over Maryland Highway 30 to the Maryland-Pennsylvania State line, and thence over Pennsylvania Highway 94 to Hanover, and return over the same route.

Between Five Mile House, Pa., and Hungerford, Pa., serving all intermediate points: From Five Mile House over U.S. Highway 30 to junction Pennsylvania Highway 616, thence over Pennsylvania Highway 616 to New Freedom, Pa., thence over Pennsylvania Highway 516 to junction U.S. Highway 111, and thence over U.S. Highway 111 to Hungerford, and return over the same route.

Between Newberrytown, Pa., and Windsor, Pa., serving all intermediate points: From Newberrytown over Pennsylvania Highway 24 to Red Lion, Pa., and thence over Pennsylvania Highway 624 to Windsor, and return over the same route.

Between New Conowingo, Md., and Hummelstown, Pa., serving all intermediate points: From New Conowingo over U.S. Highway 222 to Lancaster, Pa., thence over Pennsylvania Highway 72 to Quentin, Pa. (also from Lancaster, Pa., over Pennsylvania Highway 501 to Brickerville, Pa., thence over U.S. Highway 322 to Quentin, Pa.), and thence over U.S. Highway 322 to Hummelstown, and return over the same route.

Between Lancaster, Pa., and Allentown, Pa., serving all intermediate points: From Lancaster over Pennsylvania Highway 23 to junction Pennsylvania Highway 73, thence over Pennsylvania Highway 73 to Oley, Pa., thence over Pennsylvania Highway 662 to Fleetwood, Pa., thence over unnumbered highway via Topton, Pa., to junction Pennsylvania Highway 29, and thence over Pennsylvania Highway 29 to Allentown, and return over the same route; from Lancaster over U.S. Highway 222 to Allentown, and return over the same route.

Between Wilmington, Del., and Gap, Pa., serving all intermediate points: From Wilmington over Delaware Highway 48 to junction Delaware Highway 41, thence over Delaware Highway 41 to the Delaware-Pennsylvania State line, and thence over Pennsylvania Highway 41 to Gap, and return over the same route.

Between Philadelphia, Pa., and Allentown, Pa., serving all intermediate points: From Philadelphia over U.S. Highway 309 to Allentown, and return over the same route.

Between Reading, Pa., and Hamburg, Pa., serving all intermediate points: From Reading over U.S. Highway 122 to Hamburg, and return over the same route.

Between Reading, Pa., and Boyertown, Pa., serving all intermediate points: From Reading over Pennsylvania Highway 562 to Boyertown, and return over the same route.

Serving the off-route points of Marietta, Mount Wolf, Yoe, Newmanstown, Richland, Birdsboro, Spring City, Royersford, and Dover, Pa., points in Maryland within 8 miles of the corporate limits of Baltimore, Md., points in New Jersey and New York within 30 miles of Newark, N.J., points in New Jersey and Pennsylvania within 5 miles of Philadelphia, Pa., points within 5 miles of York, Harrisburg, Hanover, Lancaster, Lebanon, and Reading, Pa., and points within 10 miles of Allentown, Pa., points in the District of Columbia, and those in Maryland within 5 miles thereof, in connection with the above-described regular routes.

The chains, in truckloads, between New York, N.Y., and Bridgeport, Conn., serving no intermediate points: From New York over U.S. Highway 1 to Bridgeport, and return over the same route.

141. No. MC-69224—H & W Motor Express Company, a corporation (Dubuque, Iowa):

Sheets Nos. 15 and 16—Irregular routes—Metal and wood working machinery, and automatic sprinkler systems, in truckload lots, including pipe, fittings, equipment and tools necessary to the proper installation thereof, from Rockford, Ill., to points in Iowa and Minnesota, with no transportation for com-

ensation on return except as otherwise authorized.

Automobile tires and tubes, in truckload lots, from Dubuque, Iowa, to points in that part of Illinois north of line beginning at the Mississippi River and extending along U.S. Highway 30 to junction unnumbered highway, thence along unnumbered highway via Emerson, Ill., to junction Alternate U.S. Highway 30, thence along Alternate U.S. Highway 30 to junction Illinois Highway 47, thence along Illinois Highway 47 to junction U.S. Highway 30, and thence along U.S. Highway 30 to the Illinois-Indiana State line, including points on the indicated portions of the highways specified, with no transportation for compensation on return except as otherwise authorized.

142. No. MC-69576—The Cleveland Cartage Company, a corporation (Cleveland, Ohio): Sheet No. 1—Irregular routes—General commodities, except dangerous explosives, livestock, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment (other than those requiring specialized handling or rigging because of weight or bulk), and those injurious or contaminating to other lading, in truckload lots, between points and places in Cuyahoga, Lake, Lorain, and Medina Counties, Ohio, on the one hand, and, on the other, points and places in that part of Pennsylvania on and west of U.S. Highway 11; between points and places in Cuyahoga County, Ohio.

143. No. MC-69833—Associated Truck Lines, Inc. (Grand Rapids, Mich.):

Sub-No. 57—Sheet No. 4—Regular routes—General commodities, except articles of unusual value, classes A and B explosives, uncrated furniture, household goods as defined by the Commission, livestock, perishable freight, and articles which on account of size, weight, or bulk cannot be conveniently or safely transported in ordinary equipment,

Route 13, between Toledo, Ohio, and Columbus Ohio, serving no intermediate points: From Toledo over U.S. Highway 23 to Columbus, and return over the same route.

Route 14, between Toledo, Ohio, and Cleveland, Ohio, serving no intermediate points: From Toledo over Ohio Highway 2 to Sandusky, Ohio, thence over Ohio Highway 13 to Milan, Ohio, thence over Ohio Highway 113 to Elyria, Ohio, thence over Ohio Highway 57 to junction Ohio Highway 254, and thence over Ohio Highway 254 to Cleveland, and return over the same route.

Restriction: The operation described in Routes 13 and 14 next above shall be restricted to truckload traffic.

144. No. MC-70451—Watson-Wilson Transportation System, Inc. (Omaha, Nebr.):

Sheets Nos. 13-15—Regular and irregular routes—Packinghouse products, in truckloads, minimum 18,000 pounds, from Omaha, Nebr., to Dixon, Ill.:

From Omaha over U.S. Highway 6 to Davenport, Iowa, thence over U.S. Highway 67 to Clinton, Iowa, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, and thence over Alternate U.S. Highway 30 via Sterling, Ill., to Dixon. Return with no transportation for compensation, except as otherwise authorized. Service is authorized to and from the intermediate points of Clinton, Iowa, and Sterling, Ill.

The transportation service authorized above consists of straight loads to each point or combined loads to any two or three of these points, and empty vehicles may be operated from Clinton, Iowa, Sterling or Dixon, Ill., wherever unloaded to Chicago, Ill.

(over Alternate U.S. Highway 30 between Dixon and Chicago), for loading and movement in interstate or foreign commerce.

General commodities, except those of unusual value, and except livestock, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Peoria, Ill., and Omaha, Nebr.:

From Peoria over U.S. Highway 150 to Moline, Ill., thence over U.S. Highway 6 via Iowa City and Des Moines, Iowa, to Omaha, and return over the same route. Service is authorized to and from the intermediate points of east Moline, Moline, and Rock Island, Ill., and Bettendorf and Davenport, Iowa, subject to restriction set forth below; to and from the intermediate points of Iowa City, Grinnell, Des Moines, and Council Bluffs, Iowa, without restriction; to and from all other intermediate points restricted to delivery only; and to and from the off-route points of Pekin, Ill., Sloux City, Iowa, and South Omaha, Nebr., without restriction.

Between Iowa City, Iowa, and Des Moines, Iowa: From Iowa City over U.S. Highway 218 to Grundy Center, Iowa, thence over Iowa Highway 11 to Independence, Iowa, thence over U.S. Highway 20 to Waterloo, Iowa, thence over U.S. Highway 63 to junction Iowa Highway 58, thence over Iowa Highway 58 to Grundy Center, Iowa, thence over Iowa Highway 14 to Marshalltown, Iowa, thence over Iowa Highway 64 to Des Moines, and return over the same route. Service is authorized to and from all intermediate points, restricted to delivery only.

Restriction: In operating over regular routes between Davenport, Bettendorf, Rock Island, Moline, and East Moline, on the one hand, and, on the other, points on regular routes described preceding the two routes set forth above, the carrier shall not serve Davenport, Bettendorf, Rock Island, Moline, and East Moline on traffic moving between any of those five points in interstate commerce.

Irregular routes: General commodities, with exceptions as specified immediately above, in truckload lots, only, from points and places on the two regular routes specified immediately above, to Terre Haute, Ind., Decatur, Springfield, Quincy, La Salle, Elgin, Rockford, Freeport, Canton, Macomb, Monmouth, Kewanee, Ottawa, and Dixon, Ill., Burlington, Fairfield, Ottumwa, Oskaloosa, Cherokee, Storm Lake, Fort Dodge, Webster City, Mason City, Ames, Carroll, Marshalltown, Charles City, Dubuque, Clinton, Creston, Red Oak, and Cedar Falls, Iowa, and Norfolk, Fremont, Grand Island, McCook, Columbus, Lincoln, Hastings, and North Platte, Nebr., with no transportation for compensation on return except as otherwise authorized.

145. No. MC-72958—Charles Wulfers and Hazel E. Wulfers, a partnership, doing business as Day Transfer Company (Cape Girardeau, Mo.):

Sheet No. 1—Irregular routes—Coal, in truckloads, from points and places in Franklin, Perry, and Williamson Counties, Ill., to Cape Girardeau, Mo. Rough lumber, in truckloads, from Ellington, Mo., to Cairo, Ill.

146. No. MC-72997—Liberty Trucking Company, a corporation (Chicago, Ill.):

Sheets Nos. 1 and 2—Regular routes—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, livestock, commodities requiring special equipment, and those injurious or contaminating to other lading:

Between Chicago, Ill., and Elkhorn, Wis.: From Chicago over Illinois Highway 4A to

Joliet, Ill., thence over U.S. Highway 30 to Aurora, Ill., thence over Illinois Highway 31 to junction U.S. Highway 12, and thence over U.S. Highway 12 to Elkhorn, and return over the same route.

Between Chicago, Ill., and junction of U.S. Highway 12 and Illinois Highway 31: From Chicago over U.S. Highway 12 to junction Illinois Highway 31, and return over the same route.

Between Chicago, Ill., and Joliet, Ill.: From Chicago over U.S. Highway 66 to junction Alternate U.S. Highway 66, thence over Alternate U.S. Highway 66 to Joliet, and return over the same route.

Between Chicago, Ill., and Aurora, Ill.: From Chicago over U.S. Highway 34 to junction Illinois Highway 65, thence over Illinois Highway 65 to Aurora, and return over the same route.

Between Chicago, Ill., and Beloit, Wis.: From Chicago over U.S. Highway 14 to Janesville, Wis., thence over Wisconsin Highway 11 to Orfordville, Wis., and thence over Wisconsin Highway 13 to Beloit, and return over the same route.

Between Chicago, Ill., and Freeport, Ill.: From Chicago over U.S. Highway 20 to Belvidere, Ill., thence over Illinois Highway 5 to Rockford, Ill. (also from Belvidere over U.S. Highway 20 to Rockford), and thence over U.S. Highway 20 to Freeport, and return over these routes to Chicago.

Between Harvard, Ill., and Rockton, Ill.: From Harvard over Illinois Highway 173 to junction unnumbered highway, thence over unnumbered highway to junction U.S. Highway 51, thence over U.S. Highway 51 to Rockford, Ill., and thence over Illinois Highway 2 to Rockton, and return over the same route.

Between Rockford, Ill., and Janesville, Wis.: From Rockford over U.S. Highway 51 to Janesville, and return over the same route.

Service is authorized to and from all intermediate points on the above-specified routes; to and from the off-route points in the Chicago, Ill., commercial zone, as defined by the Commission in 1 M.C.C. 673, unrestricted; and to and from the off-route point of Chicago Heights, Ill., and the termini of Joliet, and Aurora, Ill., restricted to truck load lots.

147. No. MC-73006—Max Sanders, Incorporated (Hartford, Conn.):

Sheet No. 1—Irregular routes—Petroleum products, in containers, in truckload lots, from Philadelphia, Pa., to East Hartford, Conn., with no transportation for compensation on return except as otherwise authorized. From East Hartford, Conn., to Providence, R.I., and Worcester and Springfield, Mass., with no transportation for compensation on return except as otherwise authorized.

Paper, paper articles, and twine, in truckload lots, from Hartford, Conn., to Philadelphia, Pa., Springfield and Worcester, Mass., Providence, R.I., and New York, N.Y., with no transportation for compensation on return except as otherwise authorized.

148. No. MC-73138—Pacifica Truck Lines, Inc. (San Francisco, Calif.):

Sheets Nos. 1-3—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, livestock, household goods, as defined by the Commission, liquid commodities in bulk, commodities requiring refrigeration, canned goods, fresh and dried fruits and vegetables, apple cider, and groceries, in truckloads, between San Francisco, Calif., Richmond, Calif., and points on the shore of San Francisco Bay south of a line extending from San Francisco to Richmond, on the one hand, and, on the other, points in Alameda, Amador, Butte, Calaveras, Colusa, Contra Costa, Fresno, Kern, Kings, Lake, Madera, Marin, Mariposa,

Mendocino, Merced, Monterey, Napa, Nevada, Placer, Sacramento, San Benito, San Joaquin, San Luis Obispo, San Mateo, Santa Barbara, Santa Cruz, Shasta, Siskiyou, Solano, Sonoma, Stanislaus, Sutter, Tulare, Tuolumne, Yola, and Yuba Counties, Calif.

Canned goods, in truckloads, between San Francisco, Calif., Richmond, Calif., and points on the shore of San Francisco Bay south of a line extending from San Francisco to Richmond, on the one hand, and, on the other, points in the above-specified California counties, except that service is not authorized to or from Fresno, Calif., and points within 50 miles of Fresno, nor is service authorized from Watsonville, Calif., and points within 5 miles of Watsonville to San Jose, San Francisco, Oakland, Emeryville, and Alameda, Calif.

Dried fruits, in truckloads, between San Francisco, Calif., Richmond, Calif., and points on the shore of San Francisco Bay south of a line extending from San Francisco to Richmond, on the one hand, and, on the other, points in the above-specified California counties, except that service is not authorized to or from Fresno, Calif., and points within 50 miles of Fresno, nor is service authorized from points in Santa Cruz and Monterey Counties, Calif., to San Jose, San Francisco, Oakland, Emeryville, and Alameda, Calif.

Fresh fruits and fresh and dried vegetables, in truckloads, between San Francisco, Calif., Richmond, Calif., and points on the shore of San Francisco Bay south of a line extending from San Francisco to Richmond, on the one hand, and, on the other, points in the above-specified California counties, except that service is not authorized from points in Santa Cruz and Monterey Counties, Calif., to San Jose, San Francisco, Oakland, Emeryville, and Alameda, Calif.

Apple cider in truckloads, between San Francisco, Calif., Richmond, Calif., and points on the shore of San Francisco Bay south of a line extending from San Francisco to Richmond, on the one hand, and, on the other, points in the above-specified California counties, except that service is not authorized from Watsonville, Calif., and points within 5 miles of Watsonville, to San Jose, San Francisco, Oakland, Emeryville, and Alameda, Calif.

Groceries, in truckloads, between San Francisco, Calif., Richmond, Calif., and points on the shore of San Francisco Bay south of a line extending from San Francisco to Richmond, on the one hand, and, on the other, points in the above-specified California counties, except that service is not authorized from San Jose, San Francisco, Oakland, and Emeryville, Calif., to Watsonville, Calif., and points within 5 miles of Watsonville.

General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckloads, between points in Jackson County, Oreg., on the one hand, and, on the other, points including Hills, Calif., in that part of Siskiyou County, Calif., on the west of U.S. Highway 99.

Lumber and lumber products, in truckloads, between Stockton, Calif., on the one hand, and, on the other, points in Alameda, Contra Costa, Fresno, Kern, Merced, Napa, San Joaquin, Stanislaus, and Tulare Counties, Calif.

Mining machinery, in truckloads, between points in Jackson County, Oreg., and points in Siskiyou and Del Norte Counties, Calif.

Agricultural commodities, in truckloads, from points in Modoc County, Calif., to points in Jackson and Klamath Counties, Oreg., with no transportation for compensation on return except as otherwise authorized.

Christmas trees, in truckloads, from points in Jackson County, Oreg., to points in San Mateo County, Calif., with no transportation for compensation on return except as otherwise authorized.

149. No. MC-73587—Elliott Brothers Trucking Company, Inc. (Easton, Md.):

Sheets Nos. 1 and 2—Regular routes—General commodities, except classes A and B explosives, other than small arms ammunition, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Alexandria, Va., and Baltimore, Md.: From Alexandria over U.S. Highway 1 via Washington, D.C., to Baltimore, and return over the same route. From Alexandria to Washington as specified above, thence over U.S. Highway 50 to Priests Bridge, Md., thence over Maryland Highway 3 to Glen Burnie, Md., and thence over Maryland Highway 2 to Baltimore (also from Glen Burnie over Maryland Highway 3 to Baltimore), and return over the same route. Service is authorized to and from all intermediate points on the above-specified routes, and off-route points within 10 miles of the above-specified routes.

Between Baltimore, Md., and Philadelphia, Pa.: From Baltimore over U.S. Highway 1 to Philadelphia, and return over the same route. From Baltimore over U.S. Highway 40 to State Road, Del., and thence over U.S. Highway 13 to Philadelphia, and return over the same route. Service is authorized to and from the intermediate points of Wilmington, Del., and those on U.S. Highway 13 between Wilmington and Philadelphia, restricted to traffic moving to or from points south of Wilmington and north of Philadelphia, except machinery and parts from Philadelphia to Wilmington; those on U.S. Highway 40 west of Elkton, Md., and those on U.S. Highway 1 south of Conowingo, Md., restricted to truckload lots except for the pickup and delivery of canned goods; all other points on the above-specified routes without restriction; and off-route points within 10 miles of U.S. Highway 40 south of a line beginning at Oxford, Pa., and extending along Pennsylvania Highway 472 to the Pennsylvania-Maryland State line, thence along Maryland Highway 280 to Elkton, and thence along U.S. Highway 213 to Cecilton, Md., and those within 10 miles west of U.S. Highway 1 and south of U.S. Highway 222, including points on the indicated portions of the highways specified, restricted to truckload lots except for the pickup and delivery of canned goods; all other points within 10 miles of the above-specified routes, except as otherwise authorized, without restriction.

150. No. MC-74547—Roberts Paul Stewart, doing business as Stuart Truck Line (Mullins, S.C.):

Sheets Nos. 1 and 2—Irregular routes—Baled cotton, in truckload lots, from points and places in Chesterfield, Marlboro, Darlington, Dillon, Florence, Marion, Horry, Sumpter, Williamsburg, Lee, Georgetown, Clarendon, Berkeley, and Charleston Counties, S.C., to Danville, Va., Wilmington, N.C., and points and places in Anson, Bladen, Burke, Cabarrus, Catawba, Cleveland, Columbus, Cumberland, Gaston, Harnett, Hoke, Iredell, Lincoln, McDowell, Mecklenburg, Polk, Richmond, Robeson, Rowan, Rutherford, Sampson, Scotland, and Union Counties, N.C. From points and places in the above-specified North Carolina Counties to Marion, S.C., and points and places within 15 miles of Marion.

Tobacco, in truckload lots, from points and places in Marion County, S.C., to Danville and Richmond, Va., and Durham, Lumberton, Reidsville, Wilmington, and Winston-Salem, N.C.

Malt beverages, in containers, in truckload lots, from Norristown and Northampton, Pa.,

and Wilmington, N.C., to Marion, S.C., traversing the District of Columbia for operating convenience only.

Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, from Wilmington, N.C. and Charleston, S.C., to Marion, S.C., and points and places within 65 miles of Marion; from Baltimore, Md., and Richmond, Va., to Marion, S.C., in truckload lots only.

Fertilizer, in truckload lots, from Wilmington, N.C., to points and places in Darlington, Dillon, Florence, Georgetown, Horry, Marion, and Williamsburg Counties, S.C.

151. No. MC-74618—Carl R. Elmquist, doing business as Warren Transfer and Storage Company (Warren, Pa.):

Sheet No. 1—Regular routes—Shirts, in truckloads of not less than 12,000 pounds, from Morgantown, W. Va., to Warren, Pa., serving no intermediate points: From Morgantown over U.S. Highway 119 to junction U.S. Highway 219, thence over U.S. Highway 219 to Wilcox, Pa., thence over unnumbered highway (formerly U.S. Highway 219) via Dahoga, and Sergeant, Pa., to junction U.S. Highway 6, thence over U.S. Highway 6 to Warren, and return over the same route with no transportation for compensation except as otherwise authorized.

152. No. MC-75609—Voutour's Express, Inc., doing business as Voutour's Express (Farnumsville, Mass.):

Sheet No. 3—Regular routes—Yarn, in truckload lots, from Franklin as specified above to Providence, R.I., thence over Rhode Island Highway 2 to junction unnumbered highway approximately 2 miles west of Slocum, and thence over unnumbered highway to Slocum;

153. No. MC-75840—Malone Freight Lines, Inc. (Birmingham, Ala.):

Sheet No. 4—Regular routes—Paper mill products, in truckloads, from Tuscaloosa, Ala., to Atlanta, Ga.: From Tuscaloosa over U.S. Highway 11 to Birmingham, Ala., thence over U.S. Highway 78 to Atlanta. Return, with no transportation for compensation except as otherwise authorized, over the same route. Service is not authorized to or from intermediate points.

Sulphate of alumina, in truckloads, from Atlanta, Ga., to Tuscaloosa, Ala.: From Atlanta over the above-specified route to Tuscaloosa. Return, with no transportation for compensation except as otherwise authorized, over the same route. Service is not authorized to or from intermediate points.

Sheet No. 7—Irregular routes—Linters, in truckloads, from points and places in Mississippi south of U.S. Highway 82 to Memphis, Tenn.

154. No. MC-76118—H. R. Cook Truck Line, Inc. (Jonesboro, Ark.):

Sub-No. 3—Sheets Nos. 1-5—Irregular routes—Rice and rice products, in truckloads of 20,000 pounds or more:

From DeWitt, Newport, Jonesboro, Stuttgart, and Carlisle, Ark., to Louisville, Ky., and points in the Lower Peninsula of Michigan, with no transportation for compensation on return except as otherwise authorized;

From DeWitt and Newport, Ark., to points in Missouri, Iowa, Illinois, Indiana, and Ohio, with no transportation for compensation on return except as otherwise authorized;

From Amick Rice Mill, Ark., approximately 12 miles southwest of Jonesboro, Ark., to Louisville, Ky., and points in Illinois, Indiana, Iowa, Michigan, Missouri, and Ohio, with no transportation for compensation on return except as otherwise authorized;

From Harrisburg and Jonesboro, Ark., to points in Missouri, Illinois, Iowa, Indiana, Ohio, and Tennessee (except that rice and rice products shall not be transported from Jonesboro to St. Louis, Mo., East St. Louis, Ill., and Memphis, Tenn.), with no trans-

portation for compensation on return except as otherwise authorized;

From Carlisle and Stuttgart, Ark., to points in Missouri, Illinois, Iowa, Indiana, and Ohio, with no transportation for compensation on return except as otherwise authorized.

Foodstuffs for human consumption, in truckloads of 20,000 pounds or more, from points in Illinois, except Blue Island, Chicago, Eola, Eureka, Gibson City, Hoopston, Morton, Mound City, Peoria, Rossville, Streator, South Holland, and Washington, to points in Arkansas, except Arkadelphia, Atkins, Batesville, Beebe, Benton, Berryville, Blytheville, Brinkley, Camden, Clarksville, Conway, Dermott, DeWitt, El Dorado, Eudora, Fayetteville, Fordyce, Forrest City, Fort Smith, Harrison, Heber Springs, Magnolia, Malvern, McGehee, Monticello, Morrilton, Nashville, Newport, Paragould, Pine Bluff, Prescott, Russellville, Searcy, Stuttgart, Texarkana, Walnut Ridge, Warren, and Wynne, with no transportation for compensation on return except as otherwise authorized.

From Louisville, Ky., Cleveland, Ohio, Blue Island, Chicago, Eola, Eureka, Gibson City, Hoopston, Morton, Mound City, Peoria, Rossville, Streator, South Holland and Washington, Ill., points in Indiana, and those in the southern peninsula of Michigan, to Arkadelphia, Atkins, Batesville, Beebe, Benton, Berryville, Blytheville, Brinkley, Camden, Clarksville, Conway, Dermott, DeWitt, El Dorado, Eudora, Fayetteville, Fordyce, Forrest City, Fort Smith, Harrison, Heber Springs, Hope, Hot Springs, Hoxie, Jonesboro, Little Rock, Magnolia, Malvern, McGehee, Monticello, Morrilton, Nashville, Newport, Paragould, Pine Bluff, Prescott, Russellville, Searcy, Stuttgart, Texarkana, Walnut Ridge, Warren, and Wynne, Ark., with no transportation for compensation on return except as otherwise authorized.

Canned goods, in truckloads of 20,000 pounds or more, from Osceola, Ozark, and Fayetteville, Ark., to Louisville, Ky., and points in Ohio, Indiana, Iowa, Illinois, Missouri, and the Lower Peninsula of Michigan, with no transportation for compensation on return except as otherwise authorized.

Onion sets, in truckloads of 20,000 pounds or more, from points in Cook County, Ill., except South Holland, to points in Arkansas, except Arkadelphia, Atkins, Batesville, Beebe, Benton, Berryville, Blytheville, Brinkley, Camden, Clarksville, Conway, Dermott, DeWitt, El Dorado, Eudora, Fayetteville, Fordyce, Forrest City, Fort Smith, Harrison, Heber Springs, Hope, Hot Springs, Hoxie, Jonesboro, Little Rock, Magnolia, Malvern, McGehee, Monticello, Morrilton, Nashville, Newport, Paragould, Pine Bluff, Prescott, Russellville, Searcy, Stuttgart, Texarkana, Walnut Ridge, Warren, and Wynne, with no transportation for compensation on return except as otherwise authorized.

From South Holland, Ill., to Arkadelphia, Atkins, Batesville, Beebe, Benton, Berryville, Blytheville, Brinkley, Camden, Clarksville, Conway, Dermott, DeWitt, El Dorado, Eudora, Fayetteville, Fordyce, Forrest City, Fort Smith, Harrison, Heber Springs, Hope, Hot Springs, Hoxie, Jonesboro, Little Rock, Magnolia, Malvern, McGehee, Monticello, Morrilton, Nashville, Newport, Paragould, Pine Bluff, Prescott, Russellville, Searcy, Stuttgart, Texarkana, Walnut Ridge, Warren, and Wynne, Ark., with no transportation for compensation on return except as otherwise authorized.

Farm implements, in truckloads of 18,000 pounds or more, from Canton, Chicago, Rock Island, and Rock Falls, Ill., to Augusta, Corning, Jonesboro, Monette, Newport, Searcy, and Welner, Ark., with no transportation for compensation on return except as otherwise authorized.

Wire, wire nails, and wire products, in truckloads of 20,000 pounds or more, from

Crawfordsville, Ind., to Memphis, Tenn., Camden, Dumas, El Dorado, Fordyce, Fort Smith, Hope, Jonesboro, Judsonia, Little Rock, Pine Bluff, Texarkana, Warren, and Wilson, Ark., with no transportation for compensation on return except as otherwise authorized.

Vegetables, foodstuffs for human consumption, and dog food, in truckloads of 20,000 pounds minimum, from Blue Island, Chicago, Eureka, Gibson City, Hoopston, Morton, Mound City, Peoria, Rossville, Streator, and Washington, Ill., and points in Indiana, Iowa, Ohio, and Greene County, Mo., to Paragould, Blytheville, Jonesboro, Wynne, Camden, Conway, El Dorado, Fort Smith, Hope, Hot Springs, Little Rock, Pine Bluff, Atkins, Russellville, and Texarkana, Ark., with no transportation for compensation on return except as otherwise authorized.

Canned vegetables, in truckloads of 20,000 pounds or more, from Blytheville, Ark., to Louisville, Ky., points in Ohio, Indiana, Iowa, those in the southern peninsula of Michigan, those in Illinois except Chicago, and those in Missouri except Cape Girardeau, Eudora, and Sikeston, with no transportation for compensation on return except as otherwise authorized.

Restriction: The authority granted above is restricted to the transportation of the quantities indicated, when transported from one consignor to one or more consignees.

Plumbers' goods and bathroom and lavatory fixtures, in truckload lots, from Kokomo, Ind., and Louisville, Ky., to Little Rock, Ark., with no transportation for compensation on return except as otherwise authorized.

Livestock, in truckload lots, from Jonesboro and Harrisburg, Ark., and points in Arkansas within a radius of 75 miles of Jonesboro and Harrisburg, to east St. Louis, Ill., and St. Louis, Mo., except that livestock, in truckload lots, shall not be transported from Jonesboro and Paragould, Ark., and points within 8 miles of Jonesboro, to St. Louis, Mo., and east St. Louis, Ill., with no transportation for compensation on return except as otherwise authorized.

Empty glass bottles and jars, in truckload lots, from Marion, Ind., to Little Rock, Ark., with no transportation for compensation on return except as otherwise authorized.

Malt beverages, in truckload lots, from Evansville, Ind., to Newport, Ark.; and

Macaroni, noodles, spaghetti and vermicelli, in truckload lots, from St. Louis, Mo., to Little Rock, Ark., with no transportation for compensation on return except as otherwise authorized.

Lard, lard compounds, and lard substitutes, in truckload lots, from Louisville, Ky., to Little Rock and Hot Springs, Ark., with no transportation for compensation on return except as otherwise authorized.

Soap, soap powder, and powdered cleaning compounds, in truckload lots, from Louisville, Ky., to Little Rock, Ark., with no transportation for compensation on return except as otherwise authorized.

Canned or preserved foodstuffs, in truckload lots, from Louisville, Ky., and points in Illinois, Indiana, Wisconsin, Michigan, Ohio, and Iowa, to points in Arkansas and Missouri, with no transportation for compensation on return except as otherwise authorized.

Rice and rice products, in truckload lots, from DeWitt, Stuttgart, Jonesboro, Harrisburg, and Carlisle, Ark., to Louisville, Ky., and points in Ohio, Indiana, Missouri, Illinois, Michigan, Wisconsin, and Iowa, except that rice and rice products, in truckload lots, shall not be transported from Jonesboro, Ark., to St. Louis, Mo., and East St. Louis, Ill., with no transportation for compensation on return except as otherwise authorized.

Dried beans, in truckload lots, from points in Michigan, to Little Rock, Ark., with no transportation for compensation on return except as otherwise authorized.

Powdered cocoa and chocolate, in truckload lots, from Chicago, Ill., to Little Rock and Fort Smith, Ark., with no transportation for compensation except as otherwise authorized.

155. No. MC-76191—Wm. Penn Highway Express, Inc. (Stowe, Pa.):

Sheet No. 2—Irregular routes—Shirts in truckload lots, from Pottstown, Pa., to New York, N.Y., with no transportation for compensation on return except as otherwise authorized.

156. No. MC-76629—Overland Freight Lines, Inc. (Indianapolis, Ind.):

Sub-No. 1—Sheets Nos. 1 and 2—Regular routes—Lead, in truckloads, from Indianapolis, Ind., to Louisville, Ky., serving no intermediate points: From Indianapolis over U.S. Highway 31 to Sellersburg, Ind., and thence over U.S. Highway 31-E to Louisville; and from Indianapolis, Ind., to Cincinnati, Ohio, serving no intermediate points, and serving the off-route point of Madisonville, Ohio, restricted to delivery only; from Indianapolis over U.S. Highway 52 to Cincinnati; and

Scrap metals, in truckloads, from Louisville, Ky., to Indianapolis, Ind., serving no intermediate points: From Louisville over U.S. Highway 31-E to Sellersburg, Ind., and thence over U.S. Highway 31 to Indianapolis. From Cincinnati, Ohio, to Indianapolis, Ind., serving no intermediate points, and serving the off-route point of Madisonville, Ohio, restricted to delivery only; from Cincinnati over U.S. Highway 52 to Indianapolis.

Sub-No. 1—Sheets Nos. 4-6—Irregular routes—Stoppers, caps, lids, labels, knocked-down paper cartons, and glass containers, in straight or mixed truckloads of 15,000 pounds or more, from Indianapolis, Ind., to points in that part of Illinois south of U.S. Highway 50; and

Cheese, in truckloads, from points in Indiana, to Pittsburgh, Pa., Wheeling, W. Va., and points in Ohio, with no transportation for compensation on return except as otherwise authorized.

Butter, in truckloads, between Indianapolis, Ind., and Chicago, Ill.; between Fort Wayne, Ind., and St. Louis, Mo.

157. No. MC-76728—Harvin Truck Lines, a corporation (Summertown, S.C.):

Sheets Nos. 1 and 2—Irregular routes—Cottonseed meal, from Savannah and Augusta, Ga., to Olanta, S.C., and points within 20 miles of Olanta, restricted to traffic moving in truckloads of not less than 15,000 pounds.

Fertilizer, from Wilmington, N.C., and Savannah, Ga., to Olanta, S.C., and points within 20 miles of Olanta, restricted to traffic moving in truckloads of not less than 15,000 pounds.

Hardware, roofing, stoves, nails, wire, and wire fencing, from Richmond, Va., to Olanta, S.C., restricted to traffic moving in truckloads of not less than 15,000 pounds.

Stoves, from Athens, Cleveland, and Chattanooga, Tenn., to Olanta, S.C., restricted to traffic moving in truckloads of not less than 15,000 pounds.

158. No. MC-77461—Retno Oswald Heino, doing business as Ole Heino Truck Line (New York Mills, Minn.):

Sheet No. 1—Irregular Routes—Farm machinery, hardware, twine, oil, and grease, in truckload lots, from St. Paul, south St. Paul, and Minneapolis, Minn., to Cooperstown and Pickert, N. Dak., with no transportation for compensation on return except as otherwise authorized.

159. No. MC-78088—Eastern Carrier Corporation (Dunmore, Pa.):

Sub-No. 3—Sheet No. 1—Irregular routes—General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckload lots, between Binghamton, Endicott, Johnson City, and Vestal, N.Y., on the one hand, and, on the other, points and places in Pennsylvania east of a line beginning at the New York-Pennsylvania State line and extending along U.S. Highway 15 to Harrisburg, Pa., thence along U.S. Highway 322 to Downingtown, Pa., and thence along U.S. Highway 30 to the Pennsylvania-New Jersey State line, including points and places on the indicated portions of the highways specified.

160. No. MC-79434—T. N. Bennett, doing business as Bennett Truck Line (Paragould, Ark.):

Sheets Nos. 1 and 2—Regular routes—General commodities, between Paragould, Ark., and Little Rock, Ark., in truckload lots: From Paragould over Arkansas Highway 25 to Walnut Ridge, Ark., thence over U.S. Highway 67 to Little Rock, and return over the same route. Service is authorized to and from all intermediate points between Paragould and Searey, Ark.

161. No. MC-80430—Gateway Transportation Co., Inc. (La Crosse, Wis.):

Sheet No. 22—Regular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading:

Route 106, between Findlay, Ohio, and Terre Haute, Ind., serving the intermediate points of Bellefontaine, and Springfield, Ohio, restricted to shipments in truckload lots only; and Richmond and Indianapolis, Ind., and those between Richmond and Indianapolis, without restriction: From Findlay over unnumbered highway to junction U.S. Highway 68, thence over U.S. Highway 68 to Springfield, Ohio, thence over U.S. Highway 40 to junction Ohio Highway 440 (formerly portion U.S. Highway 40), thence over Ohio Highway 440 to junction U.S. Highway 40, and thence over U.S. Highway 40 to Terre Haute, and return over the same route.

Route 107, between Toledo, Ohio, and Columbus, Ohio, serving the intermediate point of Marion, Ohio, restricted to shipments in truckload lots only: From Toledo over U.S. Highway 23 to Columbus, and return over the same route.

162. No. MC-82841—R. D. Transfer, Inc., a Nebraska corporation (Omaha, Nebr.):

Sheet No. 2—Irregular routes—Livestock, grain, and hay, in truckload lots only, between Arlington, Nebr., and points within 15 miles thereof, on the one hand, and, on the other, points in Iowa.

163. No. MC-84212—Dorn's Transportation, Inc. (Albany, N.Y.):

Sub-No. 23—Sheet No. 3—Regular routes—Glass bottles, and bottle caps and corks, in truckload lots only, from Baltimore, Md., to New York, N.Y., serving the intermediate points of Rahway, Newark, and Jersey City, N.J., for the delivery of glass bottles only: From Baltimore to Philadelphia, Pa., as specified above, thence across the Delaware River to Camden, N.J., thence over U.S. Highway 130 to junction U.S. Highway 1, and thence over U.S. Highway 1 to New York (also from Philadelphia, Pa., over U.S. Highway 1 to New York), and return over the same routes with no transportation for compensation, except as otherwise authorized.

General commodities, in truckload lots only, from Philadelphia, Pa., to Annapolis, Md., serving no intermediate points: From Philadelphia to Baltimore as specified above, and thence over Maryland Highway 2 to Annapolis, and return over the same route with no transportation for compensation except as otherwise authorized.

164. No. MC-89963—G. E. Chevalley (Dewey, Okla.):

Sub-No. 1—Sheet No. 1—Irregular routes—Brick and tile, in truckloads, from Fredonia and Brickton, Kans., to Dewey, Okla., and points and places in that part of Oklahoma within 160 miles of Dewey.

Natural and precast stone, in truckloads, from Wichita, Kans., to the above-specified destination points.

165. No. MC-90387—G. P. Bennett, doing business as Bennett & Horn (Oakland, Ill.):

Sheet No. 2—Irregular routes—Livestock, in truckloads, from points in Coles, Douglas, and Edgar Counties, Ill., to Indianapolis, Ind., with no transportation for compensation on return except as otherwise authorized.

Crushed rock, limestone, brick, and tile, in truckloads, from Putnamville and Brazil, Ind., to points in Coles, and Douglas Counties, Ill., with no transportation for compensation on return except as otherwise authorized.

Feed, and fertilizer, in truckloads, from Putnamville and Waynetown, Ind., to points in Coles, Douglas, and Edgar Counties, Ill., with no transportation for compensation on return except as otherwise authorized.

Coal, in truckloads, from points in Clay, Vigo, and Vermillion Counties, Ind., to points in Coles, Douglas, and Edgar Counties, Ill., with no transportation for compensation on return except as otherwise authorized.

166. No. MC-92822—John R. Loomis (Granville, N.Y.):

Sheet No. 1—Irregular routes—Bags, in truckloads, from Chelsea, Mass., to Castleton, Vt., and Hampton, N.Y. Cement, in truckloads, from Baltimore, Md., to Castleton, Vt. Pigments, in truckloads, from Bethlehem and Easton, Pa., to Castleton, Vt.

Slate, and slate products, in truckloads, from Foultny and Fair Haven, Vt., and Granville, N.Y., to points and places in Massachusetts and Connecticut, those in that part of New Jersey north of Burlington and Ocean Counties, and those in that part of New York south of Oswego, Oneida, Hamilton, and Warren Counties.

167. No. MC-93035—Nelson Trucking, Inc. (Burket, Ind.):

Sheet No. 5—Irregular routes—Livestock, in truckload lots, from Louisville, Ky., to Elkhart, Ind., with no transportation for compensation on return except as otherwise authorized. From points in Kosciusko, Elkhart, Fulton, Marshall, Noble, Allen, Huntington, and Wabash Counties, Ind., to points in Ohio on and north of U.S. Highway 30, with no transportation for compensation on return except as otherwise authorized.

Used empty egg cases, set up, in truckload lots, from Chicago, Ill., to Burket, Ind., with no transportation for compensation on return except as otherwise authorized.

168. No. MC-93479—Wilson Spears, Charles Spears, Jack Spears, and Dewey Harris, a partnership, doing business as Taylorsville Transfer Line (Taylorsville, Ky.):

Sheet No. 1—Regular routes—Field and grass seed, cement, and fertilizer, in truckloads, from New Albany and Jeffersonville, Ind., to Bloomfield, Ky., as follows: From New Albany across the Ohio River to Louisville, Ky., thence to Bloomfield as specified above; from Jeffersonville across the Ohio River to Louisville, thence to Bloomfield as specified above. Return, with no transportation for compensation except as otherwise

authorized, to New Albany and Jeffersonville. Service is authorized to all intermediate points on the above-specified routes, except Louisville, Ky., restricted to delivery only; and to the off-route point of Normandy, Ky., restricted to delivery only.

169. No. MC-94068—H. Pom-Arleau, doing business as Pom-Arleau Transfer (Wenatchee, Wash.):

Sheets Nos. 1 and 2—Irregular routes—Fruits, in truckloads, from Wenatchee, Wash., and points within 150 miles of Wenatchee, to points in Idaho and Montana, with no transportation for compensation on return except as otherwise authorized.

Heavy machinery and structural steel, in truckloads, from Wenatchee, Wash., to points in Idaho, with no transportation for compensation on return except as otherwise authorized.

Pipe, in truckloads, from Wenatchee, Wash., to points in Idaho, Montana, and Oregon, with no transportation for compensation on return except as otherwise authorized.

170. No. MC-94265—Bonney Motor Express, Inc. (Norfolk, Va.):

Sheet No. 4—Irregular routes—in truckloads:

Farm products and livestock, from Edenton, N.C., and points within 25 miles of Edenton, to Norfolk, Suffolk, Richmond, and Danville, Va., Washington, D.C., Baltimore, Md., Philadelphia, Pa., and New York and Rochester, N.Y.

Farm silos, from Frederick, Md., to points in the above-specified North Carolina territory.

Stoves, from Waynesboro and Richmond, Va., to points in the above-specified North Carolina territory.

Lumber, from Edenton, N.C., to Norfolk and Richmond, Va., and Baltimore and Sykesville, Md.

Fruit and vegetable packages, from Murfreesboro, N.C., to Moorestown, N.J., Biglerville, Pa., and points in South Carolina, Virginia, Maryland, Delaware, and West Virginia.

Fertilizer, from Norfolk, Va., to Edenton, N.C., and points within 150 miles of Edenton.

Fish and cotton, from Edenton, N.C., to Norfolk, Va., and Rock Hill, S.C.

Junk, from Edenton, N.C., and points within 25 miles of Edenton, to Norfolk and Suffolk, Va.

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, from Norfolk, Va., to points in North Carolina within 25 miles of Edenton, N.C., including Edenton. Return, with no transportation for compensation except as otherwise authorized, to the above-specified origin points.

Petroleum products, in containers, from Bayonne, N.J., and Baltimore, Md., to Edenton, N.C., and points within 25 miles of Edenton.

Empty containers for petroleum products, from Edenton, N.C., and points within 25 miles of Edenton, to Bayonne, N.J., and Baltimore, Md.

171. No. MC-95153—Canadian American Trucking, Inc. (Lynwood, Wash.):

Sheet No. 1—Irregular routes—Waterwork pipe and supplies, contractors' equipment, and heavy machinery, in truckload lots, between ports in Washington, on the one hand, and, on the other, points in Washington.

172. No. MC-95538—Frank W. Foss, doing business as Frank W. Foss Coal Company (St. Louis, Mo.):

Sheet No. 1—Regular routes—Coal, in truckload lots, from Collinsville, Ill., to St. Louis, Mo.: From Collinsville over U.S. Highway 40 to St. Louis; and return, with no transportation for compensation, over the same route to Collinsville. Service is not authorized to or from intermediate points.

173. No. MC-95540—Watkins Motor Lines, Inc. (Thomasville, Ga.):

Sub-No. 202—Sheet No. 1—Irregular routes—Meats, meat products, and meat by-products, dairy products, and articles distributed by meat packinghouses, as defined by the Commission, over irregular routes, from Indianapolis, Ind., to points in that part of Georgia specified above, with no transportation for compensation on return except as otherwise authorized.

Restriction: The service authorized herein is subject to the following conditions: Articles distributed by meat packinghouses as defined by the Commission, shall be transported only in mixed truckloads (in mixed loads to be substituted).

Sub-No. 266—Sheet No. 1—Irregular route—Meats, meat products, and meat by-products, dairy products, and articles distributed by meat packinghouses, as described in appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from Orangeburg, S.C., to points in Florida, Georgia, New Jersey, New York, and Pennsylvania, with no transportation for compensation on return except as otherwise authorized.

Restriction: The service authorized immediately above is subject to the conditions (1) that such commodities as do not require refrigeration shall be transported only in mixed truckloads (in mixed loads to be substituted) with commodities requiring refrigeration; and (2) that the authority granted above shall not be joined with other authorities presently held by carrier for the purpose of performing through transportation.

174. No. MC-95742—Carl Sawyer, doing business as Sawyer Stockliners (Torrington, Wyo.):

Sheet No. 2—Irregular routes—Livestock, including show stock, and agricultural products in truckloads, between points in Colorado, Nebraska, South Dakota, and Wyoming.

175. No. MC-95813—Shumaker Trucking Company (North Dillsburg, Pa.):

Sheet No. 2—Irregular routes—Iron castings in truckloads, from Carlisle, Pa., to Greenwood, New Castle, Newark, Dover, State Road, and Wilmington, Del.; Camden, Edgewater, Harrison, Bayonne, Newark, and Trenton, N.J., and points in that part of New York east of a line extending from the New York-Pennsylvania State line along New York Highway 60 to Jamestown, and south of a line extending from Jamestown along New York Highway 17 to Binghamton, and thence along New York Highway 7 to the New York-Vermont State line, near Hoosick, N.Y., including points on the indicated portions of the highways specified, with no transportation for compensation on return except as otherwise authorized.

Blotting, filter, fibre, and absorbent paper, in rolls, in truckloads, from Mount Holly Springs, Pa., to Greenwood, New Castle, Newark, Dover, State Road, and Wilmington, Del., and points in that part of New York east of a line extending from the New York-Pennsylvania State line along New York Highway 60 to Jamestown, and south of a line extending from Jamestown along New York Highway 17 to Binghamton, and thence along New York Highway 7 to the New York-Vermont State line, near Hoosick, N.Y., including points on the indicated portions of the highways specified, with no transportation for compensation on return except as otherwise authorized.

176. No. MC-96016—Jerome Motor Service Company, a corporation (St. Louis, Mo.):

Sheet No. 1—Irregular routes—Coal, in truckloads, minimum 8,000 pounds, from New Athens, Belleville, Millstadt, Pocahontas, and Collinsville, Ill., to St. Louis, Mo., with no transportation for compensation on return except as otherwise authorized.

177. No. MC-97357—Allyn Transportation Company, a corporation (Los Angeles, Calif.):

Sub-No. 5—Sheets Nos. 1 and 2—Regular routes—Liquefied petroleum gas, in tank truckloads, minimum 2500 gallons (in tank vehicles to be substituted), from Kingman, Ariz., to Flagstaff, Ariz., serving all intermediate points and off-route points within 10 miles of the specified highway, restricted to delivery only: From Kingman over U.S. Highway 66 to Flagstaff, and return over the same route, with no transportation for compensation except as otherwise authorized. From Wickenburg, Ariz., to Flagstaff, Ariz., serving all intermediate points and off-route points within 10 miles of the specified highways, restricted to delivery only: From Wickenburg over U.S. Highway 89 to Prescott, Ariz., and thence over Alternate U.S. Highway 89 to Flagstaff, and return over the same route, with no transportation for compensation except as otherwise authorized.

178. No. MC-99213—Virginia Freight Lines, a corporation (Kilmarnock, Va.):

Sub-No. 1—Sheet No. 5—Lumber, in truckloads of 15,000 pounds or more, between points in Lancaster, Northumberland, Richmond, and Westmoreland Counties, Va., on the one hand, and, on the other, points in Maryland within 25 miles of Baltimore, not including Baltimore, and points within 25 miles of Washington, D.C., not including Washington, D.C., or points in Maryland within 25 miles of Baltimore.

179. No. MC-99749—Bourne's Trans., Inc. (Brocton, Mass.):

Sub-No. 2—Sheet No. 2—Irregular routes—Fireworks, school furniture and school furniture castings, in truckload lots, between Bridgewater and east Bridgewater, Mass., on the one hand, and, on the other, points in New Hampshire, Connecticut, New York, New Jersey, and Maryland.

180. No. MC-100597—C. N. Fikes, doing business as Fikes Trucking Company (Pine Bluff, Ark.):

Sheet No. 1—Irregular routes—Finished and rough lumber, roofing, lath, and brick, in truckloads, from Arkadelphia, Benton, Carthage, Hot Springs, Lonsdale, Maivern, Manning, Pine Bluff, Sheridan, and Woodson, Ark., to points in Missouri on and south of U.S. Highway 66, and those in Oklahoma on and east of U.S. Highway 81, with no transportation for compensation on return.

181. No. MC-101186—Arlidge Transfer, Inc. (Burlington, Iowa):

Sheet No. 6—Irregular routes—Soap, in truckloads, from Burlington, Iowa, to Wausau, Wis., and points in Wisconsin south of the Green Bay and Western Railroad extending between Kewaunee, Wis., and Winona, Minn., with no transportation for compensation on return except as otherwise authorized.

182. No. MC-101829—J. H. Glowatsky Trucking, Inc. (Allentown, Pa.):

Sheet No. 1—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckload lots only, between Allentown, Pa., on the one hand, and, on the other, New York, N.Y., Baltimore, Md., Wilmington, Del., and points in New Jersey.

183. No. MC-102295—Guy Heavener, Inc., a Delaware corporation (Harleysville, Pa.):

Sheet No. 1—Irregular routes—Anthracite coal, in truckloads, from points in Carbon, Columbia, Luzerne, and Schuylkill Counties, Pa., to points in Cumberland, Camden, Burlington, Gloucester, Salem, Atlantic, and Cape May Counties, N.J., with no transportation for compensation on return except as otherwise authorized.

184. No. MC-102560—Freiler Industries, Inc. (Amite, La.):

Sheet No. 1—Irregular routes—Lumber, in truckloads, from Hammond, La., to Jackson, Miss., and points in Mississippi on and south of U.S. Highway 80 with no transportation for compensation on return except as otherwise authorized.

185. No. MC-102797—George Alfred Holben (Spearfish, S. Dak.):

Sheet No. 1—Irregular routes—Livestock, grain, feed, hay, wool, and unfinished lumber, in truckload lots, between Moorcroft, Wyo., and points and places in Wyoming within 50 miles of Moorcroft, on the one hand, and, on the other, Rapid City, Whitewood, Spearfish, Sturgis, and Belle Fourche, S. Dak.

186. No. MC-103017—Mercury Motor Freight Lines, Inc. (St. Paul, Minn.):

Sub-No. 1—Sheets Nos. 2 and 4—Regular routes—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, in truckload lots, between junction U.S. Highway 12 and Wisconsin Highway 172 west of Eau Claire, Wis., and junction U.S. Highways 12 and 53 east of Eau Claire, as an alternate route for operating convenience only, serving no intermediate points: From junction U.S. Highway 12 and Wisconsin Highway 172 over U.S. Highway 12 to junction U.S. Highway 53, and return over the same route.

Between Minneapolis, Minn., and Chicago, Ill., as follows:

From Minneapolis over U.S. Highway 12 to junction Wisconsin Highway 172 west of Eau Claire, Wis., thence over Wisconsin Highway 172 to Eau Claire, thence over U.S. Highway 53 to junction U.S. Highway 12, thence over U.S. Highway 12 via Tomah, Wis., to Madison, Wis., thence over U.S. Highway 14 via Harvard, Ill., to Chicago, and return over the same route.

From Minneapolis over city streets to St. Paul, Minn., thence over U.S. Highway 61 to La Crosse, Wis., thence over U.S. Highway 16 to Tomah, thence to Harvard as specified above, thence over Illinois Highway 23 to Marengo, Ill., thence over U.S. Highway 20 to Chicago, and return over the same route.

From Minneapolis to Harvard as specified above, thence over U.S. Highway 14 to Park Ridge, Ill., thence over City U.S. Highway 12 to Chicago, and return over the same route.

From Minneapolis over U.S. Highway 12 to junction Wisconsin Highway 172 west of Eau Claire, Wis., thence over Wisconsin Highway 172 to Eau Claire, thence over U.S. Highway 53 to junction U.S. Highway 12, thence over U.S. Highway 12 to Madison, Wis., thence over U.S. Highway 18 via Waukesha, Wis., to Milwaukee, Wis., thence over U.S. Highway 41 to Chicago, and return over the same route.

From Minneapolis to Waukesha, Wis., as specified above, thence over Wisconsin Highway 59 to Milwaukee, Wis., thence over Wisconsin Highway 38 to junction U.S. Highway 45, thence over U.S. Highway 45 to junction U.S. Highway 20, thence over U.S. Highway 20 to Chicago, and return over the same route.

From Minneapolis over U.S. Highway 52 to Dubuque, Iowa, thence over U.S. Highway 20 to Chicago, and return over the same route.

From Minneapolis over U.S. Highway 52 to Rochester, Minn., thence over U.S. Highway

63 to Waterloo, Iowa, thence over U.S. Highway 20 to Independence, Iowa, thence over Iowa Highway 150 to Cedar Rapids, Iowa, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30 to Chicago, and return over the same route.

Serving the intermediate and off-route points of St. Paul, south St. Paul, and Newport, Minn., restricted to traffic moving to Madison, Milwaukee, Cudahy, Racine, and Watertown, Wis., and to or from Eau Claire, Wis., and points in the Chicago, Ill., commercial zone, as defined by the Commission; Eau Claire, Wis., and points in the Chicago, Ill., commercial zone, supra, restricted to traffic moving to or from Minneapolis, St. Paul, south St. Paul, and Newport; and Madison, Milwaukee, Cudahy, Racine, and Watertown, Wis., restricted to traffic moving from Minneapolis, St. Paul, south St. Paul, and Newport, Minn., in connection with the seven routes specified immediately above.

Between junction U.S. Highway 12 and Wisconsin Highway 172 west of Eau Claire, Wis., and junction U.S. Highways 12 and 53 east of Eau Claire, as an alternate route for operating convenience only, serving no intermediate points: from junction U.S. Highway 12 and Wisconsin Highway 172 over U.S. Highway 12 to junction U.S. Highway 53, and return over the same route.

187. No. MC-104004—Associated Transport, Inc. (New York, N.Y.):

Sub-No. 51—Sheet No. 22—Regular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, from Philadelphia, Pa., to Buffalo, N.Y. in truckload lots, serving all intermediate points in New York: from Philadelphia, over U.S. Highway 611 to Scranton, Pa., thence over U.S. Highway 11 to Binghamton, N.Y., thence over New York Highway 17 to Painted Post, N.Y., thence over U.S. Highway 15 east to Avon, N.Y., and thence over New York Highway 5 to Buffalo, and return with no transportation for compensation except as otherwise authorized.

Carrier is authorized to traverse points within 30 miles of Bridgeport, Hartford, New Haven, Norwich, and Waterbury, Conn., New York, N.Y., Providence, R.I., and Springfield and Worcester, Mass., those within 20 miles of Pittsfield, Mass., and New Britain, Conn., those in Massachusetts within 20 miles of Lawrence, Mass., and those within 25 miles of Boston, Mass., in any manner to suit its operating convenience in serving the intermediate and off-route points specified herein.

188. No. MC-105407—Hannibal-Quincy Truck Lines, Inc. (Hannibal, Mo.):

Sheet No. 5—Irregular routes—Fruit, in truckload lots, from Hannibal, Mo., and points and places within 15 miles of Hannibal, to points and places in Illinois, Iowa, and Missouri, with no transportation for compensation on return except as otherwise authorized.

189. No. MC-105902—Penn Yan Express, Inc. (Penn Yan, N.Y.):

Sub-No. 7—Sheet No. 2—Irregular routes—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, in truckload lots, minimum weight 10,000 pounds, between New York, N.Y., and points in Bergen, Passaic, Sussex, Warren, Morris, Essex, Hudson, Union, Middlesex, Somerset, Hunterdon, Monmouth, and Ocean Counties, N.J., on the one hand, and, on the other, points in New York, except New York, N.Y., and points within 50 miles thereof.

190. No. MC-106298—Ben Blinder, doing business as Tri-State Transportation Co. (Sioux Falls, S. Dak.):

Sheet Nos. 1-3—Regular routes—General commodities, except those of unusual value, classes A and B explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading:

Between St. Paul, Minn., and Beresford, S. Dak., serving the intermediate points of Shakopee, Le Sueur, Mankato, Truman, Fairmont, Welcome, Sherburn, Spaford, and Jackson, Minn., and Sioux Falls, S. Dak., intermediate and off-route points in the Minneapolis-St. Paul, Minn., commercial zone as defined by the Commission, and the off-route point of Chemolite, Minn., without restriction; and the off-route points of Mitchell, Brookings, Madison, and Howard, S. Dak., for truckload lots only: From St. Paul over city streets to Minneapolis, Minn., thence over U.S. Highway 169 to junction unnumbered highway (formerly portion U.S. Highway 169), thence over unnumbered highway via Le Sueur, Minn., to junction U.S. Highway 169, thence over U.S. Highway 169 to junction Minnesota Highway 22, thence over Minnesota Highway 22 to Mankato, Minn., thence over Minnesota Highway 60 to Madelia, Minn., thence over Minnesota Highway 15 to Fairmont, Minn., thence over U.S. Highway 16 to Sioux Falls, S. Dak., and thence over U.S. Highway 77 to Beresford, and return over the same route.

Between Madelia, Minn., and Worthington, Minn., serving all intermediate points: From Madelia over Minnesota Highway 60 to Worthington, and return over the same route.

Between Sioux Falls, S. Dak., and Sioux City, Iowa, serving the intermediate point of Hudson, S. Dak., and the off-route points of Fairview, Mo., and Norway Center, S. Dak.; also serving the off-route point of Canton, S. Dak., restricted to the transportation of general commodities, with the above-specified exceptions, and also except catalogs and household goods as defined by the Commission: From Sioux Falls over U.S. Highway 77 to junction U.S. Highway 18, thence over U.S. Highway 18 to junction unnumbered highway, thence over unnumbered highways to Hudson, S. Dak., thence over unnumbered highways to junction Iowa Highway 10, thence over Iowa Highway 10 to junction unnumbered highway, thence over unnumbered highway to junction Iowa Highway 7, thence over Iowa Highway 7 to Sioux City, and return over the same route.

Between Sioux City, Iowa, and Yankton, S. Dak., serving all intermediate points: From Sioux City over U.S. Highway 77 (formerly shown as unnumbered highway) to Elk Point, S. Dak., thence over unnumbered highway via Burbank, S. Dak., to Vermillion, S. Dak., thence over South Dakota Highway 50 to junction unnumbered highway and thence over unnumbered highway via Gayville and Mission Hill, S. Dak., to Yankton; and return from Yankton over unnumbered highway to Mission Hill, S. Dak., thence over unnumbered county roads via Volin and Westerville, S. Dak., to junction South Dakota Highway 19, thence over South Dakota Highway 19 to Vermillion, S. Dak., thence over unnumbered highway via Burbank, S. Dak., to Elk Point, S. Dak., and thence over U.S. Highway 77 (formerly shown as unnumbered highway) to Sioux City.

Sheets Nos. 9 and 10—Irregular routes, in truckload lots only: Canned goods, from Sleepy Eye and Marshall, Minn., and Marshalltown, Iowa, to Mitchell, Brookings, Madison, and Sioux Falls, S. Dak., with no transportation for compensation on return except as otherwise authorized.

Such commodities, as are dealt in by wholesale hardware concerns, from Sterling and

Dixon, Ill., and Minneapolis and St. Paul, Minn., and points in the Chicago, Ill., commercial zone, supra, to Sioux Falls, S. Dak., with no transportation for compensation on return except as otherwise authorized.

Theater supplies, from Chicago, Ill., to Sioux Falls, S. Dak.; and butter, eggs, and poultry, from Sioux Falls, S. Dak., to Chicago, Ill.

Carbonated beverages and empty containers therefor, between Maywood, Ill., and Sioux Falls, S. Dak.

Farm machinery and farm implements, between Sioux Falls, S. Dak., on the one hand, and, on the other, Moline, Rockford, and Rock Island, Ill.

191. No. MC-106603—*Direct Transit Lines, Inc. (Grand Rapids, Mich.):*

Sheets Nos. 2-4—Irregular routes—Beans, in truckloads, from points and places in the Lower Peninsula of Michigan to points and places in Iowa.

Fertilizer, fertilizer materials, and bone meal, in truckloads, from Chicago Heights, Ill., to points and places in the Lower Peninsula of Michigan on and west of U.S. Highway 23.

Salt, in truckloads, from Manistee, Mich., to points and places in that part of Illinois on and north of U.S. Highway 36, and those in that part of Ohio on and north of U.S. Highway 40, and on and west of U.S. Highway 23.

Glue, in bags, in truckloads, from Chicago, Ill., to Grand Rapids, Mich.

Building and roofing materials, in truckloads, from Lockland, Ohio, to points and places in the Lower Peninsula of Michigan. From Chicago, Ill., to points and places in that part of Michigan on and west of U.S. Highway 27.

Nonmetallic expansion paving joints, in truckloads, or in mixed truckloads (loads to be substituted) with building and roofing materials, from Lockland, Ohio, to points and places in the Lower Peninsula of Michigan.

None of the commodities specified immediately below shall be transported in tank trucks.

Roofing materials, viz: asphalt, asbestos roofing and siding materials, asphalt roll roofing, asphalt shingles, building paper, insulating materials, insulating sheet siding, nails, metal fasteners, roofing cement, roof coating, fibre board, and composition wall board in truckloads, from Chicago Heights, Ill., to points and places in that part of Michigan (except Detroit), on, south or west of the following highways: Michigan Highway 55 from Manistee to junction Michigan Highway 66, thence over Michigan Highway 66 to junction Michigan Highway 115, thence over Michigan Highway 115 to junction U.S. Highway 10, thence over U.S. Highway 10 to junction Michigan Highway 21, thence over Michigan Highway 21 to Port Huron, Mich.

192. No. MC-106674—*Osborne Trucking Co., Inc. (East St. Louis, Ill.):*

Sheets Nos. 4 and 5—Irregular routes—Petroleum asphalt in containers, in truckloads, from Wood River, Ill., to Vincennes, Ind.; and from Lawrenceville, Ill., to points in that part of Indiana south of a line beginning at the Illinois-Indiana State line and extending east along U.S. Highway 24 to junction U.S. Highway 35, thence along U.S. Highway 35 to junction Indiana Highway 28, thence along Indiana Highway 28 to the Indiana-Ohio State line, and those in that part of Ohio bounded by a line beginning at the Indiana-Ohio State line and extending along

U.S. Highway 40 to junction Ohio Highway 440 (formerly portion U.S. Highway 40), thence along Ohio Highway 440 to junction U.S. Highway 40, thence along U.S. Highway 40 to Columbus, Ohio, thence along U.S. Highway 62 to Washington Court House, Ohio, thence along U.S. Highway 22 to Cincinnati, Ohio, thence along the Ohio River to the Ohio-Indiana State line thence along the Ohio-Indiana State line to the point of beginning, including points on the indicated portions of the highways specified; and

Window glass, in truckloads, from Vincennes, Ind., to Bradley, Champaign, Decatur, Springfield, Galesburg, Sterling, Streator, Ottawa, Danville, Rockford, and Pana, Ill., Dayton, Greenfield, and Middletown, Ohio, and points in the Chicago, Ill., commercial zone as defined by the Commission, with no transportation for compensation on return except as otherwise authorized.

Sheet metal and metal roofing materials, in truckloads, from Middletown, Ohio, to Evansville, Vincennes, Princeton, and Washington, Ind., with no transportation for compensation on return except as otherwise authorized.

193. No. MC-106943—*Eastern Express, Inc. (Terre Haute, Ind.):*

Sheet No. 15—Irregular routes—Malt liquors, ale, beer, beer tonic, and cereal beverages, in containers in truckloads, minimum 20,000 pounds, from Terre Haute, Ind., to Blue Island, Champaign, Danville, Decatur, Lawrenceville, La Salle, Matton, Paris, Peoria, Rockford, Rock Island, and Springfield, Ill., Albion, Ann Arbor, Battle Creek, Bay City, Big Rapids, Coldwater, Detroit, Flint, Grand Rapids, Hillsdale, Holland, Jackson, Kalamazoo, Lansing, Ludington, Mount Pleasant, Monroe, Muskegon, Owosso, Port Huron, Saginaw, St. Clair, Stevensville, and Three Rivers, Mich., Davenport, Iowa, and Henderson and Paducah, Ky.;

Frozen fruits, in truckloads, from Benton Harbor, Muskegon, Traverse City, and Bay City, Mich., to Terre Haute, Ind., with no transportation for compensation on return except as otherwise authorized.

Sub-No. 75—Sheet No. 2—Irregular routes—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, in truckload lots only, from New York, N.Y., to Springfield, Mass., with no transportation for compensation on return except as otherwise authorized.

194. No. MC-107037—*Brown Transfer Company, a corporation (Kearney, Nebr.):*

Sheet No. 2—Regular routes—Vegetables, in truckload lots, from Morrill, Nebr., to Omaha, Nebr., serving the intermediate point of Mitchell, Nebr., restricted to pickup only: From Morrill over U.S. Highway 26 to Scottsbluff, Nebr., thence over the above-specified routes to Omaha, and return over the same routes with no transportation for compensation except as otherwise authorized.

195. No. MC-107311—*Pacific Western Transport, Inc. (Lewiston, Idaho):*

Sheet No. 3—Irregular routes—Livestock, machinery, cement, brick and building materials, in truckloads and agricultural commodities, including seeds, unrestricted, between points in Idaho and Washington within 150 miles of Orofino, Idaho.

196. No. MC-107323—*Gilliand Transfer Company, a corporation (Fremont, Mich.):*

Sheet No. 7—Irregular routes—Salt, in truckloads, from Manistee, Mich., to points in Indiana, and Illinois, with no transportation for compensation on return except as otherwise authorized.

197. No. MC-107500—*Burlington Truck Lines, Inc. (Galesburg, Ill.):*

Sheet No. 9—Regular routes—General commodities, except dangerous explosives, and except commodities requiring special equipment, in truckloads, between Des Moines, Iowa and the Des Moines, Iowa Ordnance Plant; from Des Moines over Iowa Highway 60 to junction unnumbered highway, thence over unnumbered highway to the Des Moines Ordnance Plant; from Des Moines over U.S. Highway 69 to the Des Moines Ordnance Plant; and return over these routes to Des Moines. Service is not authorized to or from intermediate points.

Restriction: Said carrier shall not interchange traffic at Des Moines which originates at, or is destined to, the Des Moines Ordnance Plant.

198. No. MC-107695—*B. A. Fisher, doing business as Hi-Ball Contractors (Billings, Mont.):*

Sheet No. 1—Irregular routes—Oil-field machinery, equipment, and supplies, in truckloads, between points in Colorado, Idaho, North Dakota, and Wyoming. Between points in the above-described territory, on the one hand, and, on the other, points in Montana.

Sub-No. 3—Sheets Nos. 1 and 2—Irregular routes—Machinery or machines and parts thereof, and materials, equipment and supplies in connection therewith, used in the operation, repair, servicing, maintenance and dismantling of bakeries, dairy, creamery and cheese-manufacturing plants, ice-manufacturing or refrigeration plants, laundry and dry-cleaning establishments (other than household) and milling operations, all in truckloads, requiring special equipment; forest products, lumber and lumber products, iron and steel products, airplane engines and parts, wrecked motor vehicles, railroad equipment, materials and supplies, refrigeration and cooling equipment, and safes, vaults and parts thereof, all in truckloads, requiring special equipment; and buildings, fabricated or portable, electrical appliances, materials and parts, electrical poles, telephone and telegraph poles and pole line equipment, elevating and hoisting machinery and equipment, mining, ore-milling and smelting machinery and equipment, road-building equipment, material and supplies, rock and stone crushers and parts, and telephone, telegraph and electric lines, cables, appliances, equipment and parts, including the stringing and picking up thereof, all in truckloads, between points in Montana; between points in Colorado, Idaho, North Dakota, and Wyoming; between points in Colorado, Idaho, North Dakota, and Wyoming, on the one hand, and, on the other, points in Montana; between Helena, East Helena, Louisville and Townsend, Mont., on the one hand, and, on the other, the Missouri River Canyon Ferry Dam Site (approximately 18 miles east of Helena, Mont.).

199. No. MC-108473—*St. Johnsbury Trucking Company, Inc. (St. Johnsbury, Vt.):*

Sub-No. 16—Sheet No. 3—Irregular routes—Chemicals, except in bulk, in tank vehicles, in truckload lots, from Boston, Mass., to Westerly, Newport, Coventry, Warwick, Centerville, Manville, Bradford, Flskeville, Bristol, Barrington, and Warren, R.I., with no transportation for compensation on return except as otherwise authorized.

Sub-No. 17—Sheet No. 5—Irregular routes—Scrap metals, in truckloads, from Bridgeport, Ansonia, and New Haven, Conn., to Laurel Hills, N.Y., and Carteret, Newark, Perth Amboy, and Riverside, N.J., with no transportation for compensation on return except as otherwise authorized.

200. No. MC-108937—*Murphy Motor Freight Lines, Inc. (St. Paul, Minn.):*

Sub-No. 23—Sheet No. 3—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requir-

ing special equipment, in truckloads, between points in that part of South Dakota east of the Missouri River and on and north of U.S. Highway 212 (except over irregular routes between points located on carrier's regular routes as described in Part (A) above, in South Dakota), on the one hand, and, on the other, points in that part of Minnesota on and south of U.S. Highway 12, Chemolite, Minn., and points in the Minneapolis-St. Paul, Minn., Commercial Zone north of U.S. Highway 12.

201. No. MC-109172—National Transfer, Inc. (Seattle, Wash.):

Sheet No. 2—Irregular routes—Ore and ore concentrates, in truckloads, from mines in Josephine County, Oreg., to Seattle, Wash.; and mining machinery, in truckloads, from Seattle, Wash., to mines in Josephine County, Oreg.

202. No. MC-109236—George A. Sims, M. K. Sims, Elmer L. Sims and G. Grant Sims, a partnership, doing business as Salt Lake Transfer Company (Salt Lake City, Utah):

Sheets Nos. 1 and 2—Irregular routes—General commodities, in truckloads, between Salt Lake City, Utah, on the one hand, and, on the other, Ogden, Utah, and Pocatello, Blackfoot, Idaho Falls, and Boise, Idaho.

Machinery, boilers, pipe, building materials, commodities, of unusual size and weight, and household goods as defined by the Commission, in truckloads, between points in Utah, on the one hand, and, on the other, points in Utah and Idaho, those in Nevada east of a line extending north and south through McDermitt, Nev., including Winnemucca, Nev., and those in Wyoming west of the continental divide.

Machinery, boilers, pipe, building materials, and commodities of unusual size and weight, in truckloads, between points in Utah, on the one hand, and, on the other, points in Arizona.

Household goods as defined by the Commission, in truckloads, between points in Utah, Colorado, and Montana.

Household goods, explosives, commodities of unusual size or weight, machinery, boilers, storage tanks and parts therefor, pipe, structural steel, and contractors' outfits and supplies requiring special equipment or rigging, in truckloads, between points in Utah, Wyoming, Idaho, Montana, Arizona, and those in Nevada other than in Nye, Esmeralda, and Mineral Counties.

Service herein authorized is restricted to the transportation of the above-specified commodities (other than household goods, construction and mining equipment, and gasoline bulk storage tanks requiring special equipment) where both the origin and destination points are not on the lines of the Union Pacific Railroad, Oregon Short Line Railroad, Pacific and Idaho Northern Railroad, Los Angeles and Salt Lake Railroad, the Denver and Rio Grande Western Railroad, or the Rio Grande Motorway, Inc.

203. No. MC-109449—Emil J. Kujak, Hubert I. Kujak, Martin Kujak, and Frank Kujak, doing business as Kujak Bros. Transfer (Winona, Minn.):

Sheet Nos. 2 and 3—Irregular routes—Flour, in truckload lots, from Red Wing, Wabasha, Hastings, and Minneapolis, Minn., to La Crosse, Wis., with no transportation for compensation on return except as otherwise authorized.

Malt beverages and equipment therefor, in truckload lots, from La Crosse, Wis., to Red Wing, Minn.; and . . .

204. No. MC-109537—Herron Transfer Co., a corporation (Salem, Ohio):

Sheet No. 2—Irregular routes—Rolling-mill and press machinery and parts therefor,

castings and patterns, in truckloads, from Salem, Ohio, to Brooklyn, N.Y., Detroit, Mich., Gary, Ind., and Pittsburgh and Midland, Pa.

Sheet steel automobile assembly materials, unfinished, washing machine tubs, kitchen sinks and cabinets, refrigerator panels and evaporators, clothes wringers, and ironer machine assemblies, in truckloads, from Salem, Ohio, to Binghamton, N.Y., and Detroit and St. Joseph, Mich.

Return, with no transportation for compensation except as otherwise authorized to Salem, Ohio, and Brooklyn, N.Y.

205. No. MC-109632—Lopez Trucking, Inc. (Waltham, Mass.):

Sub-No. 20—Sheet No. 2—Irregular routes—Beer, ales, beverages, and brewery supplies, in truckloads, between Boston, Mass., on the one hand, and, on the other, Westerly, R.I., Albany, Amsterdam, Endicott, Long Island City, Smithtown, Troy, and Utica, N.Y., Bayonne, Elizabeth, Hoboken, Jersey City, Newark, Perth Amboy, Point Pleasant, Union City, and Weehawken, N.J., and points in Connecticut.

206. No. MC-109692—Grain Belt Transportation Company, a corporation (Kansas City, Mo.):

Sheets Nos. 3 and 4—Irregular routes—Livestock, in truckloads, between points in that part of Kansas on and east of U.S. Highway 75, and points in that part of Missouri on and west of U.S. Highway 65, on the one hand, and, on the other, points in Kansas.

Farm implements and machinery, contractors machinery and equipment, and emigrant movables, in truckloads, between points in that part of Kansas on and east of U.S. Highway 75, and points in that part of Missouri on and west of U.S. Highway 65, on the one hand, and, on the other, points in Kansas.

Building materials, including road building materials, structural steel, and tanks, Kansas City, Kans., on the one hand, and, on the other, points in Kansas.

Oil field supplies, construction iron, metal and steel articles and supplies, heavy machinery, and iron and steel pipe, in truckload lots only, between Kansas City, Kans., and Kansas City, Mo., on the one hand, and, on the other, points in Kansas.

Sub-No. 13—Sheet No. 2—Irregular routes—Salt, in truckload lots, from Lyons and Hutchinson, Kans., to points in Missouri in the Kansas City, Mo.-Kansas City, Kans., commercial zone, as defined by the Commission, with no transportation for compensation on return except as otherwise authorized.

207. No. MC-110325—Transcon Lines, a corporation (Los Angeles, Calif.):

Sub-No. 1—Sheets Nos. 1-3—Regular routes—General commodities, except classes A and B explosives, livestock, grain, petroleum products in bulk, household goods as defined by the Commission, and commodities requiring special equipment, between Kansas City, Mo., and Chicago, Ill., serving the off-route point of Coal City, Ill., unrestricted; and serving all intermediate points, off-route points in the Kansas City, Mo.-Kansas City, Kans., commercial zone, as defined by the Commission, off-route points in the Chicago, Ill., commercial zone, as defined by the Commission, and the off-route point of Atchison, Kans., restricted as follows: said carrier shall not transport any traffic between Kansas City, off-route points in the Kansas City commercial zone, and intermediate points between Kansas City and Chicago, except those in the Chicago commercial zone, except that the intermediate points of Monroe City, Mo., and Springfield, Ill., may be served for purposes of jolinder only:

From Kansas City over Alternate U.S. Highway 169 and U.S. Highway 169 to St. Joseph,

Mo., thence over U.S. Highway 36 to Cameron, Mo. (also from Kansas City over Alternate U.S. Highway 69 and U.S. Highway 69 to Cameron), thence over U.S. Highway 36 to Springfield, Ill., thence over U.S. Highway 66 to Chicago (also from Springfield over U.S. Highway 66 to Gardner, Ill., thence over Alternate U.S. Highway 66 to junction U.S. Highway 66, thence over U.S. Highway 66 to Chicago) and return over the same routes.

Between Kansas City, Mo., and Chicago, Ill., and Harvey, Ill., serving the intermediate point of Galva, Ill., and the off-route point of Pekin, Ill., unrestricted; and serving all other intermediate points, off-route points in the Kansas City, Mo.-Kans., commercial zone, as defined by the Commission, off-route points in the Chicago, Ill., commercial zone, as defined by the Commission, and the off-route points of Aurora and Rockford, Ill., restricted as follows: said carrier shall not transport any traffic between Kansas City, off-route points in the Kansas City commercial zone, Aurora, Rockford, and intermediate points between Kansas City and Chicago, and between Kansas City and Harvey, except those in the Chicago commercial zone, and except that the intermediate point of Monroe City, Mo., may be served for the purposes of jolinder only:

From Kansas City over U.S. Highway 24 via Rushville, Ill., to El Paso, Ill., thence over U.S. Highway 51 to Mendota, Ill., thence over U.S. Highway 34 to Chicago (also from Rushville over U.S. Highway 67 to Monmouth, Ill., thence over U.S. Highway 34 to junction U.S. Highway 6, thence over U.S. Highway 6 to Harvey) and return over the same routes.

Between Kingdom City, Mo., and Chicago, Ill., serving all intermediate points and off-route points in the Chicago, Ill., commercial zone, as defined by the Commission, restricted to traffic moving to or from Chicago and points in the Chicago commercial zone: From Kingdom City over U.S. Highway 54 to junction U.S. Highway 36, thence over U.S. Highway 36 to Springfield, Ill., thence over U.S. Highway 66 to Chicago, and return over the same route.

Restriction: Traffic moving between Chicago and points in the Chicago, Ill., commercial zone, as defined by the Commission, on the one hand, and, points in Missouri (except St. Joseph, Kansas City, and points in the Kansas City, Mo.-Kans., commercial zone as defined by the Commission), on the other, is restricted to truckload shipments.

Sub-No. 14—Sheet No. 3—Regular routes—General commodities, except those of unusual value, classes A and B explosives, and household goods as defined by the Commission, in truckloads, between North Little Rock, Ark., and Camp Joseph T. Robinson, Ark., serving no intermediate points: From North Little Rock over U.S. Highway 65 to Levy, Ark., and thence over unnumbered highway to Camp Joseph T. Robinson, and return over the same route.

208. No. MC-111231—Jones Truck Lines, Inc. (Springdale, Ark.):

Sheet No. 5—Irregular routes—Canned goods, in truckload quantities, from points and places in Madison County, Ark., to points and places in Kansas and those in Missouri on and north of U.S. Highway 66, and on and west of U.S. Highway 65.

Rice, in truckload quantities, from De Witt, Ark., to points and places in Kansas and those in Missouri on and north of U.S. Highway 66, and on and west of U.S. Highway 65.

Malt beverages, in truckload quantities, from St. Louis, Mo., to points and places in Sebastian and Washington Counties, Ark.

209. No. MC-111485—Pascall Truck Lines, Inc. (Murray, Ky.):

Sheets Nos. 2 and 3—Irregular routes—Tobacco, in truckload lots only, from Paris,

Tenn., to Mayfield, Paducah, and Owensboro, Ky., with no transportation for compensation on return except as otherwise authorized.

Prepared roofing, in truckload lots only, from Vandalia and East St. Louis, Ill., and St. Louis, Mo., to points in Marshall, Graves, and Calloway Counties, Ky., with no transportation for compensation on return except as otherwise authorized.

Grass seed, in truckload lots only, from Olney, Dieterich, and Salem, Ill., to points in Marshall, Graves, and Calloway Counties, Ky., and Henry and Carroll Counties, Tenn., with no transportation for compensation on return except as otherwise authorized.

Canned or preserved foodstuffs, in truckload lots only, from Blue Island, Chicago, Eola, Effingham, Eureka, Gibson City, Hoopeston, Morton, Rochelle, and Washington, Ill., Austin, Brazil, Evansville, Flat Rock, Indianapolis, Nappanee, Peru, Vincennes, and Washington, Ind., to Union City, Dyersburg, Martin, McKenzle, Jackson, and Paris, Tenn., and points in that part of Kentucky west of the Tennessee River, with no transportation for compensation on return except as otherwise authorized.

Agricultural commodities and livestock, in truckload lots only, between Paris, Tenn., and points within 50 miles of Paris, Tenn., on the one hand, and, on the other, points in Illinois, Indiana, and Kentucky. From points in Henry and Carroll Counties, Tenn., and that part of Kentucky west of the Tennessee River, to Cincinnati, Dayton, and Springfield, Ohio, and St. Louis, Mo., with no transportation for compensation on return except as otherwise authorized. From points in that part of Kentucky west of the Tennessee River in excess of 50 miles of Paris, Tenn., to Chicago, Decatur, and East St. Louis, Ill., Indianapolis, Evansville, and Gary, Ind., and Louisville and Lexington, Ky., with no transportation for compensation on return except as otherwise authorized.

Machinery, building materials, hardware, used furniture, household goods, seeds, and feed, in truckload lots only, between Paris, Tenn., and points within 10 miles of Paris, Tenn., on the one hand, and, on the other, points in Tennessee, Kentucky, and Illinois.

210. No. MC-111956—*Suwak Trucking Company, a corporation (Washington, Pa.)*:
Sheets Nos. 3 and 4—Irregular routes—Petroleum products, in containers, in truckloads, from Baltimore, Md., to Washington, Pa.

Glassware, glass containers, and caps, stoppers, and covers therefor, in cartons, in truckloads, from Lancaster, Ohio, and Salem, N.J., to Connellsville, Pa. From Connellsville, Pa., to points and places in New Jersey, Delaware, and Maryland, those in Ohio, except Cleveland, and those in New York, on and south of a line beginning at the boundary of the United States and Canada, near Lewiston, N.Y., and extending along U.S. Highway 104 to Mexico, N.Y., thence over New York Highway 69 to Utica, N.Y., thence along New York Highway 5 to Schenectady, N.Y., and thence along New York Highway 7 to the New York-Vermont State line.

Returned, rejected or damaged shipments of the immediately above-specified commodities, from points and places in New Jersey, Delaware, and Maryland, those in Ohio, except Cleveland, and those in that part of New York specified immediately above to Connellsville, Pa.

Glassware, glass containers, and caps, stoppers, and covers therefor (in truckloads, except to points and places in Ohio): From Washington, Pa., to Keene, N.H., Boston and Cambridge, Mass., Clinton, Conn., Wilmington, Del., Hurlock, and Baltimore, Md., and

points and places within 5 miles of Baltimore, Md., Chicago, Ill., and those in Illinois, within 50 miles of the intersection Clark and Madison Streets in Chicago, those in Ohio, except Cleveland, and those in Rhode Island, New York, and New Jersey, traversing Indiana for operating convenience.

Glass containers and caps for glass containers, in truckloads, from Connellsville, Pa., to points and places in Delaware, Maryland, New Jersey, New York, Ohio, and West Virginia.

Paper cartons, paper sheets, cullet, and tin plate, in truckloads, from points and places in the above-specified States to Connellsville, Pa.

Corrugated fiber board boxes and parts thereof, in truckloads, from McKees Rocks, Pa., to points and places in Delaware, Maryland, New Jersey, New York, Ohio and West Virginia.

211. No. MC-111967—*Caddell Transit Corporation (Lawton, Okla.)*:

Sheets Nos. 1 and 2—Irregular routes—Petroleum asphalt, in tank truckloads (in tank vehicles to be substituted) and in drums, cartons and containers, from Sunray and Cyril, Okla., to points in Texas within 200 miles of Sunray and Cyril; and

Petroleum asphalt, in bulk, in tank truckloads (in tank vehicles, to be substituted), from Ardmore, Okla., and points within 5 miles thereof, to points in Texas within 200 miles of Ardmore, with no transportation for compensation on return except as otherwise authorized.

212. No. MC-112304—*Ace Doran Hauling & Rigging Co., a corporation (Cincinnati, Ohio)*:

Sub-No. 1—Sheet No. 1—Irregular routes—Used contractor's equipment, in truckloads, between Norwood, Ohio, and points within 3 miles of Norwood, on the one hand, and, on the other, points in that part of Ohio, Indiana, Kentucky, and West Virginia, within 200 miles of Norwood.

Uncrated new office and institutional furniture, fixtures, and equipment, in truckloads, uncrated cooling or freezing boxes and refrigerators with or without freezing apparatus, and other uncrated new store fixtures and equipment, from Norwood, Ohio, to St. Louis, Mo., and points in Ohio, Indiana, Illinois, West Virginia, Kentucky, Tennessee, the Lower Peninsula of Michigan, and those in Pennsylvania on and west of U.S. Highway 219.

Rejected shipments of the above-specified commodities, from the above-specified destination points to Norwood, Ohio.

213. No. MC-112582—*T. M. Zimmerman Company, a corporation (Chambersburg, Pa.)*:

Sheet No. 2—Irregular routes—Poultry, eggs, and victrolas, in truckloads only, from Chambersburg, Pa., to New York, N.Y.

Condensed milk, in truckloads only, from Chambersburg, Pa., to Wilmington, Del., Washington, D.C., and Hagerstown, Md.

Glass, in truckloads only, from New York, N.Y., and Clarksburg, W. Va., to Chambersburg, Pa.

Machinery, in truckloads only, from Waynesboro, Pa., to points in New York, New Jersey, Indiana, and the District of Columbia; from Chambersburg, Pa., to points in New York and New Jersey.

214. No. MC-112696—*Hartmans, Incorporated (Harrisonburg, Va.)*:

Sheet No. 4—Irregular routes—Twine, in truckload lots, from Philadelphia, Pa., to Harrisonburg, Va., with no transportation for compensation on return except as otherwise authorized.

Firebrick and brick binder, in truckload lots, from Clearfield and Woodland, Pa., to

Harrisonburg, Va., with no transportation for compensation on return except as otherwise authorized.

215. No. MC-112962—*Crupper Transport Co., Inc. (Hutchinson, Kans.)*:

Sheet No. 3—Irregular routes—Pipe and structural steel, in truckload lots, from Kansas City, Kans., and Kansas City, Mo., to points in Kansas.

216. No. MC-114238—*Ohio Southern Express, Inc. (Atlanta, Ga.)*:

Sheet No. 1—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckload lots, restricted to the transportation of traffic between the above-specified authorized Georgia points, on the one hand, and, on the other, points in West Virginia, and points in that part of Pennsylvania on and west of U.S. Highway 219, via the gateway of Belpro, Ohio, between Belpro (Washington County), Ohio on the one hand, and, on the other, points in West Virginia, and points in that part of Pennsylvania on and west of U.S. Highway 219.

217. No. MC-114364—*Wright Motor Lines, Inc. (Rocky Ford, Colo.)*:

Sheets Nos. 4 and 5—Regular routes—Liquid petroleum products, in tank truckloads (in tank vehicles to be substituted), from El Dorado, Kans., to Canon City and Falcon, Colo.: From El Dorado to Pueblo, as specified above, thence continuing over U.S. Highway 50 to Canon City; from El Dorado to Colorado Springs as specified above, thence over U.S. Highway 24 to Falcon. Service is authorized from the intermediate points of Augusta and Wichita, Kans., for pickup only, and to the intermediate points of Lamar, Wiley, La Junta and Colorado Springs, Colo., for delivery only. Return, with no transportation for compensation except as otherwise authorized, over these routes to the respective origin points.

Sheets Nos. 5-7—Irregular routes—Lubricating oil, in containers, in truckloads, from Okmulgee, Okla., to Denver, Colo. Petroleum products, in truckloads, from Okmulgee, Okla., to points in Colorado.

Sugar, in truckload lots of 15,000 pounds or more, from Swink, Colo., to points in Oklahoma.

Farm products, in truckloads, from points in Colorado east of the Continental Divide, to points in Oklahoma; from points in Colorado on and east of U.S. Highway 85 to points in that part of Kansas on and south of U.S. Highway 40.

Dried beans, in truckloads, from points in Colorado, to Kansas City, Mo., and points in Arkansas. Onions, in truckloads, from points in that part of Colorado east of U.S. Highway 85 to Kansas City, Mo., and points in Arkansas.

Rice, in truckloads, from points in Arkansas, to points in Colorado. Canned foods, in truckloads, from Pueblo and Canon City, Colo., to points in Oklahoma; from Muskogee, Okla., to points in Colorado; from Springdale, Ark., and points in Arkansas within 50 miles of Springdale, to points in Colorado.

218. No. MC-114416—*Elkins Transport Service, Inc. (Spokane, Wash.)*:

Sheet No. 1—Irregular routes—Contractors' sawmill and mining machinery and equipment, agricultural commodities, ore, and camp, U.S. Forest Service, and Civilian Conservation Corps equipment and supplies, in truckload lots, between points in Washington east of the Cascade Mountains, and points in Idaho in and north of Idaho County, on

the one hand, and, on the other, points in Washington, and Idaho, points in that part of Montana west of a line beginning at the boundary of the United States and Canada and extending south through Caldwell, Wagner, and Ballantine, Mont., to the Montana-Wyoming State line, and points in that part of Oregon north of a line beginning at Ontario, Oreg., and extending west through Bend and Eugene, Oreg., to the Pacific Ocean, including the points named.

Restriction: Service is not authorized between points within 15 miles of Spokane, Wash., including Spokane, and the Air Corps Maintenance and Supply Depot at Galena, Wash.

219. No. MC-114529—*Travelers Motor Freight, Inc. (Greensburg, Pa.)*:

Sheet No. 2—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission and commodities requiring special equipment, in truckload only, between points in Marshall County, W. Va., on the one hand, and, on the other, Philadelphia, Pa., all points in Ohio, and those in Pennsylvania, on and west of a line extending from the Pennsylvania-New York State line along U.S. Highway 219 to junction U.S. Highway 6, thence along U.S. Highway 6 to Kane, thence along unnumbered highway (formerly U.S. Highway 219) via east Kane, Sergeant and Dahoga to Wilcox, thence along U.S. Highway 219 via Ridgway, Brockway, Du Bois, Luthersburg, Gramplan, McGees Mills, Barnosboro, Ebensburg, Johnstown and Jennerstown to Somerset, thence east along Pennsylvania Highway 31 to junction unnumbered highway (formerly U.S. Highway 219), thence along unnumbered highway to Berlin, thence along U.S. Highway 219 via Garrett, Meyersdale and Salisbury to the Pennsylvania-Maryland State line.

220. No. MC-114761—*Getter Trucking, Incorporated (Cut Bank, Mont.)*:

Sub-No. 1—Sheets Nos. 1 and 2—Irregular routes—Machinery or machines and parts thereof, and materials, equipment, and supplies in connection therewith, used in the operation, repair, servicing, maintenance and dismantling of bakeries, dairy, creamery and cheese manufacturing plants, ice-manufacturing or refrigeration plants, laundry and drycleaning establishments (other than household), and milling operations, all in truckloads, requiring special equipment; forest products, lumber and lumber products, iron and steel products, airplane engines and parts, wrecked motor vehicles, railroad equipment, materials, and supplies, refrigeration and cooling equipment, and safes, vaults, and parts thereof, all in truckloads, requiring special equipment; and fabricated or portable buildings, electrical appliances, materials, and parts, electrical poles, telephone and telegraph poles, and pole line equipment, elevating and hoisting machinery and equipment, mining, ore-milling, and smelting machinery and equipment, roadbuilding equipment, material, and supplies, rock and stone crushers and parts, and telephone, telegraph, and electric lines, cables, appliances, equipment, and parts, including the stringing and picking-up thereof, all in truckloads, between points in Montana.

221. No. MC-114877—*Cargo Imperial Freight Lines, Inc. (Burlington, Mass.)*:

Sheet No. 2—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, in truckload lots, between Albany, N.Y., and points in New York and Massachusetts within 25 miles of Albany, on the one hand, and, on the other, points in Massachusetts; points in that part of Connecticut north and west of a line beginning

at the Connecticut-Massachusetts State line and extending along Connecticut Highway 32 to junction U.S. Highway 6, thence along U.S. Highway 6 to junction Alternate U.S. Highway 6, thence along Alternate U.S. Highway 6 to junction U.S. Highway 6, and thence along U.S. Highway 6 to the Connecticut-New York State line; and points in Rhode Island north of Rhode Island Highway 14, including points on the indicated portions of the highways specified.

222. No. MC-114890—*Kenneth Childress, doing business as C. E. Reynolds Gasoline & Chemical Transport Co. (Joplin, Mo.)*:

Sub-No. 25—Sheet No. 2—Irregular routes—Petroleum products, in truckload lots, from Enid, Cleveland, Cushing, and Blackwell, Okla., to points in that part of Kansas on and south of a line beginning at the Missouri-Kansas State line, and extending along U.S. Highway 40 via Tonganoxie, Kans., to junction Kansas Highway 4, thence along Kansas Highway 4 to junction U.S. Highway 24, thence along U.S. Highway 24 via Wannego and St. George, Kans., to Manhattan, Kans., thence along Kansas Highway 18 via Ogden and Fort Riley, Kans., to Junction City, Kans., and thence along U.S. Highway 40 to the Kansas-Colorado State line, with no transportation for compensation on return except as otherwise authorized.

223. No. MC-115554—*Scott's Transportation Service, Incorporated (Cedar Rapids, Iowa)*:

Sub-No. 5—Sheet No. 2—Regular routes—Such merchandise as is dealt in by wholesale grocery business houses, in truckload lots, from Quincy, Ill., to Moberly, Mo., serving the intermediate point of Hannibal, Mo.: From Quincy over U.S. Highway 24 to Moberly, and return over the same route with no transportation for compensation except as otherwise authorized; from Quincy over U.S. Highway 24 to junction U.S. Highway 61, thence over U.S. Highway 61 to Hannibal, Mo., thence over U.S. Highway 36 to Monroe City, Mo., and thence over U.S. Highway 24 to Moberly, and return over the same route with no transportation for compensation except as otherwise authorized.

224. No. MC-115890—*A & A Trucking, Inc. (Perryville, Ohio)*:

Sheets Nos. 3 and 4—Regular routes—General commodities, except those of unusual value, livestock, classes A and B explosives, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading, between Buffalo, N.Y., and Niagara Falls, N.Y., serving all intermediate points, and the off-route point of Wurlitzer, and with service at Niagara Falls restricted to traffic moving in truckload lots only, as follows: From Buffalo over New York Highway 384 to Niagara Falls, and return over the same route; from Buffalo over U.S. Highway 62 to Niagara Falls, and return over the same route.

225. No. MC-116763—*Carl Subler Trucking, Inc. (Auburndale, Fla.)*:

Sub-No. 27—Sheets Nos. 1 and 2—Irregular routes—Charcoal and charcoal briquettes, in truckload shipments of not less than 20,000 pounds, from Cookeville, Tenn., to St. Louis, Mo., and points in Florida, Indiana, Kentucky, Michigan, Ohio, West Virginia, and that part of Pennsylvania on, south, and west of a line beginning at the Pennsylvania-Ohio State line and extending along the Pennsylvania Turnpike to Somerset, Pa., and thence along U.S. Highway 219 to the Pennsylvania-Maryland State line, with no transportation for compensation on return except as otherwise authorized.

226. No. MC-117686—*Hirschbach Motor Lines, Inc. (Stouffville, Iowa)*:

Sheets Nos. 3 and 4—Irregular routes—Glass containers, in truckloads, from points within 1 mile of the city limits of Jackson, Miss., to Omaha, Nebr., and Kansas City,

Kans., and points in that part of Missouri bounded by a line beginning at the Arkansas-Missouri State line and extending along Missouri Highway 37 to Monett, Mo., thence along U.S. Highway 60 via Verona, Mo., to junction Missouri Highway 14, thence along Missouri Highway 14 via McKinley, Mo., to junction U.S. Highway 60, thence along U.S. Highway 60 to Springfield, Mo., thence along U.S. Highway 65 to junction U.S. Highway 54, thence along U.S. Highway 54 to Jefferson City, Mo., thence along U.S. Highway 63 to junction unnumbered highway (formerly portion U.S. Highway 63) north of Deer Park, Mo., thence over unnumbered highway to junction U.S. Highway 63, thence along U.S. Highway 63 to Columbia, Mo., thence along U.S. Highway 40 to the Missouri-Kansas State line in Kansas City, thence along the Missouri-Kansas State line to the Missouri-Arkansas State line and thence along the Missouri-Arkansas State line to point of beginning including points on the indicated portions of the highways specified and State lines, and points in Arkansas except Dardanelle and Conway, Ark., and except those east of a line beginning at the Missouri-Arkansas State line and extending along U.S. Highway 65 to Little Rock, Ark., those on and north of a line beginning at but not including Little Rock, Ark., and extending along U.S. Highway 70 to junction unnumbered highway, thence along unnumbered highway via Madison, Ark., to junction U.S. Highway 70, and thence along U.S. Highway 70 to the Arkansas-Tennessee State line, those on U.S. Highway 65 between Little Rock and Conway, Ark., those on U.S. Highway 64 between Conway and Fort Smith, Ark., those on Arkansas Highway 7 between Russellville and Dardanelle, Ark., and those on Arkansas Highway 12 between Dardanelle and Fort Smith, Ark., with no transportation for compensation on return except as otherwise authorized.

Packinghouse products, in truckloads (except liquid commodities, in bulk, in tank vehicles), from Omaha, Nebr., to Memphis, Tenn., points in Arkansas as specified immediately above and points in Louisiana and Mississippi, with no transportation for compensation on return except as otherwise authorized.

Dairy products, in truckloads (except in bulk, in tank vehicles), from Omaha, Nebr., to points in Arkansas as specified in the second paragraph next above, and points in Louisiana and Mississippi with no transportation for compensation on return except as otherwise authorized; from Fayetteville, Ark., to Omaha, Nebr., with no transportation for compensation on return except as otherwise authorized.

Paper and paper products, in truckloads, from Pascagoula and Moss Point, Miss., to points in Arkansas as specified in the third paragraph next above with no transportation for compensation on return except as otherwise authorized.

227. No. MC-117815—*Pulley Freight Lines, Inc. (Des Moines, Iowa)*:

Sub-No. 2—Sheet No. 2—Irregular routes—Meats, in truckload lots, from Des Moines, Iowa, to Chicago, Ill.; wall paper, in truckload lots, from Chicago, Ill., to Des Moines, Iowa.

228. No. MC-117883—*Sublee Transfer, Inc. (Versailles, Ohio)*:

Sub-No. 2—Sheets Nos. 3 and 4—Irregular routes—Empty egg cases, in truckloads, from New York, N.Y., and Pittsburgh and Philadelphia, Pa., to Dunkirk and Winchester, Ind., and St. Paris and Versailles, Ohio, with no transportation for compensation on return, except as otherwise authorized.

Eggs, in truckloads, from Versailles and St. Paris, Ohio, and Winchester and Dunkirk, Ind., to Detroit, Mich., Cleveland, Ohio, Pittsburgh and Philadelphia, Pa., and New

York, N.Y., with no transportation for compensation on return, except as otherwise authorized.

Agricultural implements, in truckloads, between Coldwater, Ohio, and Sandwich, Ill. Agricultural implements and parts, power corn shellers, and farm wagons, in truckloads, between Coldwater, Ohio, and Sandwich, Ill., on the one hand, and, on the other, Adrian, Bad Axe, Grand Rapids, Jackson, Kalamazoo, Kalkaska, Lansing, Richville, Saginaw, and Scottsville, Mich., and Fort Wayne and Indianapolis, Ind.

Agricultural implements parts, power corn shellers, farm wagons, and factory material and equipment used in their manufacture, in truckloads, between Coldwater, Ohio, and Sandwich, Ill.

229. No. MC-119256—Petroleum Transit Corporation of South Carolina, a corporation (Lumberton, N.C.):

Sheet No. 1—Irregular routes—Asphalt, in truckload lots, from Port Wentworth, Ga., to points in South Carolina, and points in North Carolina within 75 miles of the South Carolina-North Carolina State line, with no transportation for compensation on return except as otherwise authorized.

230. No. MC-119567—F. H. McClure and R. V. Estell, a partnership, doing business as Empire Transport (Boise, Idaho):

Sheet No. 2—Irregular routes—Shingles, posts, lumber, and such lumber products as are handled by retail lumber dealers, in truckloads, from Portland, Hood River, The Dalles, La Grande, Baker, Pondosa, and Dee, Oreg., to points in Ada, Canyon and Gem Counties, Idaho, with no transportation for compensation on return except as otherwise authorized.

231. No. MC-119669—Jackson Trucking Co., Inc. (Indianapolis, Ind.):

Sheet No. 6—Irregular routes—Oils and greases (other than petroleum products), in containers, in truckloads, from St. Marys, W. Va., to Richmond, Muncie, and Anderson, Ind., with no transportation for compensation on return except as otherwise authorized.

Corrugated fiber products, pulpboard, fiberboard, chipboard, and strawboard papers, in truckloads, from Indianapolis, Ind., to Aspinwall, Blawnox, Etna, Sharpsburg, Millvale, Wilkinsburg, Swissvale, Edgewood, Munhall, Homestead, Whitaker, Mount Oliver, Dormont, Brentwood, Braddock, and Duquesne, Pa., South Buffalo, Grand Island, Tonawanda, North Tonawanda Elwood Park, Kenmore, Snyder, Williamsville, Cheektowaga, Sloan, Doyle, Gardenville, Englewood, and Depew, N.Y., the port of entry at Buffalo, N.Y., points in Ohio, those in that part of West Virginia north and west of a line beginning at Huntington, W. Va., and extending eastward along U.S. Highway 60 to Charleston, W. Va., and thence northward along U.S. Highway 21 to the Ohio River, those in Pennsylvania west of a line beginning at the West Virginia-Pennsylvania State line and extending northward along U.S. Highway 19 via Washington and Pittsburgh, Pa., to Erie, Pa., and those in that part of New York on U.S. Highway 20 between the Pennsylvania-New York State line, near Ripley, N.Y., and Buffalo, N.Y., including points on the indicated portions of the highways specified, with no transportation for compensation on return except as otherwise authorized.

From Dayton, Ohio, to points in Indiana east of U.S. Highway 31, and those in Pennsylvania, New York, and West Virginia, as specified immediately above, with no transportation for compensation on return except as otherwise authorized; from Wheeling, W. Va., to points in Indiana on and east of U.S. Highway 31, and those in Pennsylvania and New York as specified in the second paragraph next above, with no transportation for

compensation on return except as otherwise authorized.

232. No. MC-123135—Charles Beil & Sons, Inc. (Millstadt, Ill.):

Sub-No. 1—Sheet No. 1—Regular and irregular routes—Haydite, in bulk, in truckloads, from Fairview, Ill., to St. Louis, Mo., serving no intermediate points: From Fairview over U.S. Highway 50 to St. Louis and return the same route, with no transportation for compensation except as otherwise authorized.

Haydite, in bulk, in truckloads, from Fairview, Ill., to points in St. Louis County, Mo., with no transportation for compensation on return except as otherwise authorized.

233. No. MC-123270—Hazelwood Motor Lines, Incorporated (Richmond, Va.):

Sheet No. 2—Regular routes—Groceries, seed, and feed, in truckload lots, between Richmond, Va., and Baltimore, Md., with service from the intermediate point of Washington, D.C., restricted to pickup only of canned goods, coffee, and tea on southbound traffic; and service to the off-route point of Fort George Meade, Md., restricted to delivery only on northbound traffic: From Richmond over U.S. Highway 1 to Baltimore, and return over the same route.

Canned goods, in truckload lots, from Baltimore, Md., to Richmond, Va., serving no intermediate points and serving the off-route points of Easton, Fruitland, Salisbury, and Preston, Md., restricted to pickup only; from Baltimore over U.S. Highway 1 to Richmond, and return over the same route with no transportation for compensation on return except as otherwise authorized; from Frederick, Md., to Richmond, Va., serving no intermediate points; from Frederick over U.S. Highway 240 to Washington, D.C., and thence over U.S. Highway 1 to Richmond, and return over the same route with no transportation for compensation except as otherwise authorized.

Eggs, in truckload lots, from Richmond, Va., to Baltimore, Md., serving no intermediate points; from Richmond over U.S. Highway 1 to Baltimore, and return over the same route with no transportation for compensation on return except as otherwise authorized.

234. No. MC-123649—C. A. Magill, doing business as Magill Truck Line (Wichita, Kans.):

Sheets Nos. 1 and 2—Irregular routes—Asphalt, in drums, in truckloads, from Stroud, Okla., to Hutchinson, Pratt, Great Bend, Garden City, Wichita, Arkansas City, Lyons, Wellington, Dodge City, and Medicine Lodge, Kans., with no transportation for compensation on return except as otherwise authorized.

Brick, stone, natural and cast, cement, glass blocks, plaster, and tile, in truckloads, from Wichita, Fredonia, and Brickton, Kans., to points in that part of Oklahoma on and north of a line beginning at the Oklahoma-Texas State line and extending along U.S. Highway 66 to Oklahoma City, Okla., and thence along U.S. Highway 62 to the Oklahoma-Arkansas State line, with no transportation for compensation on return except as otherwise authorized.

Materials for construction of silos and small buildings, viz., silo staves, building blocks, bolts, nuts, iron and steel rods, and hoops, eave troughs, and spouts, cement, iron silo doors, steel ladders, plaster and roofing, in truckloads, from Wichita, Kans., to points in that of Oklahoma bounded by a line beginning at the Oklahoma-Kansas State line, at or near Hardtner, Kans., and extending south along U.S. Highway 281 to Chester, Okla., thence east along U.S. Highway 60 to Pawhuska, Okla., thence north along Oklahoma Highway 99 to the Oklahoma-Kansas State line and thence west along the Oklahoma-Kansas State line

to point of beginning, including points on the indicated portions of the highways specified, with no transportation for compensation on return except as otherwise authorized.

235. No. MC-123675—Eli I. Soldier and James J. Soldier, a partnership, doing business as Soldier Bros. Auto Body Transit Lines (Toledo, Ohio):

Sheet No. 2—Irregular routes—Formed sheet metal stampings, in truckloads, from Toledo, Ohio, and points within 5 miles thereof, to points in Illinois, Indiana (except South Bend, Goshen and Fort Wayne, Ind.), and the Lower Peninsula to Michigan (except points in Wayne, Macomb, and Oakland Counties, Mich.).

236. No. MC-123812—Sullivan Freight Lines, Inc. (Athens, Tenn.):

Sub-No. 1—Sheet No. 2—Irregular routes—Farm implements, accessories, and parts, in truckload quantities of 15,000 pounds, or more, from Athens, Tenn., to points in Arkansas, Alabama, Mississippi, Louisiana, Texas, Florida, Georgia, North Carolina, Kentucky, and South Carolina; and damaged or rejected shipments of farm implements, accessories, and parts, including less than truckload quantities of these commodities, from the destination points specified immediately above to Athens, Tenn.

237. No. MC-123949—Contract Carriers, Inc. (Anderson, Ind.):

Sheet No. 5—Irregular routes—Petroleum products, asphalt paint, and roof coating, in containers, in straight or mixed truckloads of 20,000 pounds or more, from Findlay, Ohio, to Louisville, Ky., and points in that part of Illinois south of U.S. Highway 50.

238. No. MC-124211—Hilt Truck Lines, Inc. (Lincoln, Nebr.):

Sub-No. 16—Sheets Nos. 1-5—Regular routes—Malt beverages and canned goods, in truckloads, from St. Paul, Minn., to Lincoln, Nebr., serving no intermediate points; from St. Paul over Minnesota Highway 55 to junction Minnesota Highway 3 (formerly Minnesota Highway 218), thence over Minnesota Highway 3 to Farmington, Minn., thence over Minnesota Highway 3 (formerly portion U.S. Highway 65) to junction U.S. Highway 65, thence over U.S. Highway 65 to Hampton, Iowa, thence over Iowa Highway 3 to junction U.S. Highway 69, thence over U.S. Highway 69 to Ames, Iowa, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30 to Council Bluffs, Iowa, and thence over U.S. Highway 6 to Lincoln.

Malt beverages, in truckloads, from St. Paul, Minn., to Beatrice, Nebr.; serving no intermediate points: From St. Paul to Lincoln as specified above, thence over U.S. Highway 77 to Beatrice.

Empty returned beverage containers, in truckloads, from Lincoln and Beatrice, Nebr., to St. Paul, Minn., serving no intermediate points: From Lincoln and Beatrice over the above-specified routes to St. Paul.

Malt beverages, in truckloads, from Milwaukee, Wis., to Lincoln, Nebr.; serving no intermediate points: From Milwaukee, over U.S. Highway 18 to junction U.S. Highway 151, thence over U.S. Highway 151 to Dubuque, Iowa, thence over U.S. Highway 20 to Iowa Falls, Iowa, thence over U.S. Highway 65 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30 to Council Bluffs, Iowa, and thence over U.S. Highway 6 to Lincoln; and from Quincy, Ill., to Lincoln, Nebr.; serving no intermediate points: From Quincy over Illinois Highway 96 to junction U.S. Highway 136, thence over U.S. Highway 136 to Hamilton, Ill., thence across the Mississippi River to Kenokuk, Iowa, thence over U.S. Highway 61 to junction U.S. Highway 34, and thence over U.S. Highway 34 to Lincoln;

and from Waukesha, Wis., to Lincoln, Nebr.; serving no intermediate points:

From Waukesha, over U.S. Highway 18 to junction Wisconsin Highway 26, thence over Wisconsin Highway 26 to Janesville, Wis., thence over U.S. Highway 51 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30 to Council Bluffs, Iowa, and thence over U.S. Highway 6 to Lincoln; and from La Crosse, Wis., to Lincoln, Nebr.; serving no intermediate points: From La Crosse, over U.S. Highway 16 to Albert Lea, Minn., thence over U.S. Highway 65 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30 to Council Bluffs, Iowa, and thence over U.S. Highway 6 to Lincoln.

Empty returned beverage containers, *in truckloads*, from Lincoln, Nebr., to Milwaukee, Waukesha, and La Crosse, Wis., and Quincy, Ill., serving no intermediate points: From Lincoln over the four next above-specified routes to Milwaukee, Waukesha, La Crosse, and Quincy; also return from Lincoln over U.S. Highway 6 to Chicago, Ill., thence over U.S. Highway 41 to Milwaukee.

Malt beverages, *in truckloads*, from St. Paul, Minn., to Lincoln, Nebr.; serving the intermediate point of Grand Island, Nebr. From St. Paul to Ames as specified above, thence over U.S. Highway 30 to Grand Island, Nebr., and thence over Nebraska Highway 2 to Lincoln; and from St. Paul, Minn., to Lincoln, Nebr.; serving the intermediate points of Manhattan, Abilene, and Marysville, Kans.: From Omaha, over U.S. Highway 6 to junction Illinois Highway 92, thence over Illinois Highway 92 to junction U.S. Highway 34, and thence over U.S. Highway 34 to

Chicago, Ill., and return over the same route, with no transportation for compensation on return except as otherwise authorized.

Agricultural machinery and parts thereof, *in truckloads*, from Chicago, Ill., to Lincoln, Nebr.; serving the intermediate point of Canton, Ill., for pickup only, from Chicago, Ill., over U.S. Highway 68 to junction U.S. Highway 24, thence over U.S. Highway 24 to junction Illinois Highway 9, thence over Illinois Highway 9 to Good Hope, Ill., thence over U.S. Highway 67 to junction U.S. Highway 34, and thence over U.S. Highway 34 to Lincoln, and return over the same route with no transportation for compensation except as otherwise authorized. From Chicago, Ill., to Lincoln, Nebr.; serving the intermediate point of Moline, Ill., for pickup only: From Chicago over U.S. Highway 6 to Lincoln, and return over the same route, with no transportation for compensation except as otherwise authorized.

239. No. MC-126654—*Caution Carriers, Inc. (North Caldwell, N.J.)*:

Sheet No. 2—Irregular routes—General commodities, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, *in truckload lots*, from points in Hudson County, N.J., to points in New York, Connecticut, and Pennsylvania within 150 miles of Hudson County, and those in New Jersey within 150 miles of Hudson County except those in Passaic, Bergen, Morris, Essex, Hudson, Union, Hunterdon, Sussex, and Warren Counties, N.J., with no transportation for compensation on return except as otherwise authorized.

Between points in the New York, N.Y., commercial zone, as defined by the Commission, and points in Hudson, Essex, and Union Counties, N.J., on the one hand, and, on the other, points in Passaic, Bergen, Morris, Essex, Hudson, Union, Hunterdon, Sussex, and Warren Counties, N.J.

APPENDIX B

LOCATIONS OF FIELD OFFICES

Boston, Mass., 02110, B.F.S. Building, 30 Federal Street.
 New York, N.Y., 10013, Room 1111, 346 Broadway.
 Philadelphia, Pa., 19106, 900 U.S. Customhouse Building, Second and Chestnut Streets.
 Columbus, Ohio, 43215, 236 New Post Office Building, 85 Marconi Boulevard.
 Atlanta, Ga., 30308, 680 West Peachtree Street NW.
 Nashville, Tenn., 37203, Room 706, U.S. Courthouse, 801 Broadway.
 Chicago, Ill., 60604, 1086 U.S. Courthouse and Federal Office Building, 219 South Dearborn Street.
 Minneapolis, Minn., 55401, 448 Federal Building and Courthouse, 110 South Fourth Street.
 Kansas City, Mo., 64106, 1100 Federal Office Building, 911 Walnut Street.
 Fort Worth, Tex., 76102, 816 T & P Building.
 Denver, Colo., 80202, Room 2022, Federal Office Building, 1961 Stout Street.
 Portland, Oreg., 97205, 538 Pittock Block.
 San Francisco, Calif., 94102, Federal Building, 450 Golden Gate Avenue.
 [F.R. Doc. 66-179; Filed, Jan. 11, 1966; 8:45 a.m.]

