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MAIN READING ROOM

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Title 3—THE PRESIDENT

Proclamation 3582

NATIONAL DEFENSE TRANSPORTATION DAY AND NATIONAL TRANSPORTATION WEEK, 1964

By the President of the United States of America

A Proclamation

WHEREAS the transportation industry of this Nation is essential to the maintenance of our free enterprise system and our economic capability; and

WHEREAS transportation is a strong and vital element in the national defense posture; and

WHEREAS it is right and proper to recognize the importance of a modern, progressive transportation system to the well-being of each and every citizen of this country; and

WHEREAS the Congress, by Senate Joint Resolution 22, approved May 16, 1957 (71 Stat. 30), has requested the President to proclaim annually the third Friday of May of each year as National Defense Transportation Day, and by House Joint Resolution 628, approved May 14, 1962 (76 Stat. 69), has requested the President to proclaim annually the week in May of each year in which falls the third Friday of that month as National Transportation Week, as a tribute to the men and women who, night and day, move goods and people throughout our land:

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby designate Friday, May 15, 1964, as National Defense Transportation Day, and the week beginning May 10, 1964, as National Transportation Week; and I urge our people to participate, together with the transportation industry, representatives of the armed forces, and other governmental agencies, in the observance of these occasions by appropriate ceremonies.

I also invite the Governors of the States to provide for the observance of National Defense Transportation Day and National Transportation Week in such manner as will afford an opportunity for the citizens of each community to recognize and appreciate fully the vital role of a great modern transportation complex in their daily lives and in our national defense.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this seventeenth day of April in the year of our Lord nineteen hundred and sixty-four, [SEAL] and of the Independence of the United States of America the one hundred and eighty-eighth.

LYNDON B. JOHNSON

By the President:

GEORGE W. BALL,
Acting Secretary of State.

[F.R. Doc. 64-4020; Filed, Apr. 20, 1964; 1:55 p.m.]

Rules and Regulations

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 15330, RM-539; FCC 64-332]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments, FM Broadcast Station, Pascagoula, Miss.

1. The Commission has before it for consideration its notice of proposed rule making (FCC 64-101) released in this proceeding on February 7, 1964, in which comments were invited on the proposal to add the assignment of FM Channel 255 to Pascagoula, Mississippi. No oppositions were filed to the proposed amendment of the FM Table of Assignments.

2. Pascagoula, Mississippi, with a population of 17,155, is located in Jackson County. That county's population according to the 1960 U.S. census is 55,522. Pascagoula presently has only petitioner's station WPMP(AM) (1 kw daytime only) licensed in it. A construction permit has been granted for the use of FM Channel 285A, assigned to Pascagoula, at Moss Point, Mississippi (WACY-FM).

3. In support of petitioner's request for a Class C FM assignment to serve the Pascagoula area of Mississippi, petitioner points out that the area is presently without either AM or FM local nighttime service. It states that the station it desires to put on the air (a wide coverage unlimited operation) would not only provide a normal information service to the area at nighttime and early morning hours but that in addition the station would be able to provide the strategic service, throughout the day and night, of broadcasting vital Civil Defense and storm bulletins. There are a number of vital defense construction projects in the area. Pascagoula is located in the tropical storm belt which means that it is subject to frequent and sudden disastrous hurricanes and storms. Petitioner indicates that if the channel in question is assigned to Pascagoula and it is granted a license to operate the station, the FM facility will to some degree have individual programming and not be used merely to duplicate the programming of its present AM outlet in Pascagoula (WPMP). It urges that the proposed assignment can be made in full conformance with the Commission's minimum mileage separation requirements without adverse effect on any other assignments.

4. The Commission is of the view that the proposed amendment would conform to all the rules and allocation principles; that it would represent a fair and equitable distribution of available facilities; and that it would serve the public interest.

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

6. In view of the foregoing: *It is ordered*, That effective May 25, 1964, the FM Table of Assignments contained in § 73.202 of the Commission's rules and regulations is amended, insofar as the community named is concerned, to read as follows:

City	*Channel No.*
Pascagoula, Miss	255, 285A

(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: April 15, 1964.

Released: April 17, 1964.

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

[F.R. Doc. 64-3973; Filed, Apr. 21, 1964; 8:50 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[Docket No. 3666; Order No. 62]

PART 71-78—EXPLOSIVES AND OTHER DANGEROUS ARTICLES

Miscellaneous Amendments

At a session of the Interstate Commerce Commission, Safety and Service Board No. 2—Explosives and Other Dangerous Articles Board, held at Washington, D.C., on the sixth day of April 1964.

The matter of certain regulations governing the transportation of explosives and other dangerous articles, formulated and published by the Commission, being under consideration, and

It appearing, that Notice No. 62, dated January 7, 1964, setting forth certain proposed amendments to the said regulations, and the reasons therefor, and stating that consideration was to be given thereto, was published in the FEDERAL REGISTER on January 28, 1964 (29 F.R. 1414), pursuant to the provisions of section 4 of the Administrative Procedure Act; that pursuant to said notice interested parties were given an opportunity to be heard with respect to said proposed amendments; that written views or arguments were submitted to the Commission with respect to the proposed amendments;

And it further appearing, that said views and arguments with respect to the proposed amendments are such as to warrant revision at this time of certain of the proposed amendments, and that in all other respects the proposed amendments set forth in the above referred-to Notice No. 62 are deemed justified and necessary;

It is ordered, That the aforesaid regulations governing the transportation of explosives and other dangerous articles be, and they are hereby, amended in the manner and to the extent set forth in said Notice No. 62, dated January 7, 1964, as revised by the specific deletions, modification, and addition set forth as follows:

Delete the entire proposed amendment of § 71.1.

In § 72.5 delete the proposed addition of the commodity description "Fissile radioactive materials, n.o.s."

Delete the entire proposed amendment of § 73.1.

In § 73.107, amend paragraphs (a) and (c)(1).

Delete the entire proposed amendments of §§ 73.391, 73.392, 73.393, 73.394, 73.395, 73.402, 73.414, 74.532, 74.586, 75.655, 77.800, and 77.841.

It is further ordered, That this order shall become effective July 4, 1964, and shall remain in effect until further order of the Commission;

It is further ordered, That compliance with the herein prescribed and amended regulations is hereby authorized on and after the date of service of this order;

And it is further ordered, That copies of this order be served upon all parties of record herein, and that notice shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing a copy thereof with the Director, Office of the Federal Register.

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

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

[SEAL] HAROLD D. MCCOY,
Secretary.

PART 72—COMMODITY LIST OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES CONTAINING THE SHIPPING NAME OR DESCRIPTION OF ALL ARTICLES SUBJECT TO PARTS 71-78 OF THIS CHAPTER

Amend § 72.5(a) Commodity List (15 F.R. 8264, 8267, 8268, 8271, 8273, Dec. 2, 1950) (24 F.R. 10109, Dec. 15, 1959) (24 F.R. 3595, May 5, 1959) (23 F.R. 4028, June 10, 1958) as follows:

§ 72.5 List of explosives and other dangerous articles.

(a) * * *

* * * * *

Article	Classed as—	Exemptions and packing (see sec.)	Label required if not exempt	Maximum quantity in 1 outside container by rail express
(change)				
Batteries, electric storage, wet	Cor. L.	73.260	White	600 pounds.
Fish scrap or fish meal *containing less than 6 percent or more than 12 percent moisture.*	F.S.	No exemption, 73.171	Yellow	Not accepted.
Garbage tankage *containing less than 8 percent of moisture.*	F.S.	No exemption, 73.209	Yellow	Not accepted.
Rags, oily	F.S.	No exemption, 73.190	Yellow	Not accepted.
*Rough ammoniate tankages	F.S.	No exemption, 73.210	Yellow	Not accepted.
Spirits of nitroglycerin	F.L.	No exemption, 73.133	Red	6 quarts.
Spirits of nitroglycerin *not exceeding 1 percent nitroglycerin by weight.*	F.L.	73.118, 73.133	Red	6 quarts.
*Tankage fertilizers	F.S.	No exemption, 73.209	Yellow	Not accepted.
*Tankages, rough ammoniate	F.S.	No exemption, 73.210	Yellow	Not accepted.
(add)				
1-Aziridinyl phosphine oxide (tris). *See* Tris-(1-aziridinyl) phosphine oxide.				
Hafnium metal, dry, *mechanically produced, finer than 270 mesh particle size.*	F.S.	No exemption, 73.214	Yellow	75 pounds.
Hafnium metal, dry, *chemically produced, finer than 20 mesh particle size.*	F.S.	No exemption, 73.214	Yellow	75 pounds.
Hafnium metal, wet, *mechanically produced, finer than 270 mesh particle size.*	F.S.	No exemption, 73.214	Yellow	150 pounds.
Hafnium metal, wet, *chemically produced, finer than 20 mesh particle size.*	F.S.	No exemption, 73.214	Yellow	150 pounds.
Lithium ferro silicon	F.S.	No exemption, 73.206	Yellow	25 pounds.
Tris-(1-aziridinyl) phosphine oxide.	Cor. L.	73.244, 73.299a	White	1 gallon.
Zirconium metal, dry, *mechanically produced, finer than 270 mesh particle size.*	F.S.	No exemption, 73.214	Yellow	75 pounds.
Zirconium metal, dry, *chemically produced, finer than 20 mesh particle size.*	F.S.	No exemption, 73.214	Yellow	75 pounds.
Zirconium metal, wet, *mechanically produced, finer than 270 mesh particle size.*	F.S.	No exemption, 73.214	Yellow	150 pounds.
Zirconium metal, wet, *chemically produced, finer than 20 mesh particle size.*	F.S.	No exemption, 73.214	Yellow	150 pounds.
(cancel)				
Hafnium powder or sponge, dry	F.S.	No exemption, 73.215	Yellow	75 pounds.
Hafnium powder, wet or sludge	F.S.	No exemption, 73.214	Yellow	150 pounds.
Zirconium powder or sponge, dry	F.S.	No exemption, 73.215	Yellow	75 pounds.
Zirconium powder, wet or sludge	F.S.	No exemption, 73.214	Yellow	150 pounds.

Subpart A—Preparation of Articles for Transportation by Carriers by Rail Freight, Rail Express, Highway, or Water

In § 73.21 amend paragraph (a) (18 F.R. 801, Feb. 7, 1953) to read as follows:

§ 73.21 Prohibited packing.

(a) The offering of packages of dangerous articles in outside packages containing in the same compartment interior packages, the mixture of contents of which would be liable to cause a dangerous evolution of heat or gas or produce corrosive materials, is prohibited for transportation by common, contract, and private carriers by rail freight, rail express, highway, or water, except as specified in §§ 73.152(a), 73.242 (a), (b) and 73.301(a).

* * * * *

Subpart B—Explosives; Definitions and Preparation

In § 73.107 amend paragraph (a); add paragraph (c)(1) (15 F.R. 8296, Dec. 2, 1950) to read as follows:

§ 73.107 Primers, percussion caps, and empty grenades, primed.

(a) Primers (cannon, combination and small arms), percussion caps, and empty grenades, primed, must be packed in strong, tight, outside wooden boxes, except as otherwise provided herein, with special provision for securing individual packages against movement in the box.

* * * * *

(c) * * *

(1) Spec. 23H (§ 78.219 of this chapter). Fiberboard boxes of full depth telescope style with top section having extended end flaps and bottom section with extended side flaps designed to tuck under and form boxes without glued or stapled joints. Boxes shall have full height inside perimeter liner and top and bottom full area pads of double-wall corrugated fiberboard. Hand-holes oval in shape, not more than 1 inch in width by 4 inches in length and horizontal with top score line, are authorized in ends of boxes. Primers shall be packed in cellular inside packages with partitions separating the layers and columns of the primers as required by the introductory text of this paragraph. Not more than 50,000 primers shall be packed in one outside box.

* * * * *

Subpart C—Flammable Liquids; Definition and Preparation

In § 73.119 amend paragraph (a)(10) (15 F.R. 8298, Dec. 2, 1950) to read as follows:

§ 73.119 Flammable liquids not specifically provided for.

(a) * * *

(10) Spec. 42B, 42C, or 42H (§ 78.107, 78.108, or 78.112 of this chapter). Aluminum barrels or drums.

* * * * *

In § 73.128 amend paragraph (a)(3) (25 F.R. 6625, July 14, 1960) to read as follows:

§ 73.128 Paints and related materials.

(a) * * *

(3) Spec. 52 (§78.246 of this chapter). Aluminum or magnesium portable tanks.

* * * * *

Subpart D—Flammable Solids and Oxidizing Materials; Definition and Preparation

In § 73.206 amend the heading and introductory text of paragraph (a); add paragraph (a)(8) (19 F.R. 1278, Mar. 6, 1954) (15 F.R. 8310, Dec. 2, 1950) to read as follows:

§ 73.206 Sodium or potassium, metallic, sodium amide, sodium potassium alloys, lithium metal, lithium silicon, lithium ferro silicon, lithium hydride, and lithium aluminum hydride.

(a) Sodium or potassium, metallic, sodium amide, sodium potassium alloys, lithium metal, lithium silicon, lithium ferro silicon, lithium hydride, and lithium aluminum hydride, must be packed in specification containers as follows:

* * * * *

(8) Spec. 21C (§ 78.224 of this chapter). Fiber drums constructed for 400 pounds net weight, with the material packed not more than 5 pounds net weight each in not to exceed one-half gallon steel cans equipped with friction-top closures. Authorized for lithium ferro silicon only.

* * * * *

Amend entire § 73.214 (23 F.R. 4032, June 10, 1958) (24 F.R. 904, Feb. 6, 1959) (18 F.R. 6778, Oct. 27, 1953) to read as follows:

§ 73.214 Hafnium metal or zirconium metal, wet, minimum 25 percent water by weight, mechanically produced, finer than 270 mesh particle size; hafnium metal or zirconium metal, dry, in an atmosphere of inert gas, mechanically produced, finer than 270 mesh particle size; hafnium metal or zirconium metal, wet, minimum 25 percent water by weight, chemically produced (see Note 1), finer than 20 mesh particle size; hafnium metal or zirconium metal, dry, in an atmosphere of inert gas, chemically produced (see Note 1), finer than 20 mesh particle size.

NOTE 1: Produced by means other than attrition or grinding.

NOTE 2: Any product containing 10 percent or more, particle size specified, shall be subject to this section.

NOTE 3: Any product containing less than 25 percent water by weight is considered dry for purposes of these regulations.

(a) Hafnium metal, wet, mechanically produced finer than 270 mesh particle size or chemically produced finer than 20 mesh particle size with a minimum of 25 percent water by weight (a mixture of water and a suitable anti-freeze agent may be used when freezing temperatures may be encountered during transportation) must be packed in specification containers as follows:

(1) Spec. 15A or 15B (§ 78.168 or 78.169 of this chapter) wooden boxes or spec. 6A, 6B, or 6C (§ 78.97, 78.98, or 78.99 of this chapter) metal drums with inside containers of glass or non-carbon polyethylene having net weight of not over 10 pounds each. Inside glass containers must be equipped with positive type clamp-on closures equipped with rubber gaskets. Inside polyethylene containers may have screw-cap closures equipped with gaskets ahead of thread and shall be of material which will not react with or be decomposed when in contact with contents. Screw-cap closures must be secured in place by suitable tape. Each glass or polyethylene container must be surrounded on all sides with not less than 1 inch of incombustible cushioning material and in an amount sufficient to completely absorb the entire liquid contents of the containers. Each inside glass or polyethylene container must be placed in a spec. 2A (§ 78.20 of this chapter) metal can closed with push-in cover held in place by soldering or crimping at at least four points. Authorized net weight of hafnium in one outside container shall not exceed 40 pounds for wooden boxes and shall not exceed 150 pounds for steel drums.

(2) Spec. 10A (§ 78.155 of this chapter). Wooden kegs containing not to exceed 75 pounds net each.

(b) Hafnium metal, dry, in an atmosphere of inert gas, mechanically produced finer than 270 mesh particle size or chemically produced finer than 20 mesh particle size must be packed in specification containers as follows:

(1) Spec. 6A, 6B, or 6C (§ 78.97, 78.98, or 78.99 of this chapter) or spec. 17C, 17H, or 37A (single-trip containers) (§ 78.115, 78.118, or 78.131 of this chapter). Metal barrels or drums with inside non-carbon polyethylene bottles having positive type clamp-on closures equipped with rubber gaskets, or with screw-cap closures having not less than three continuous threads and equipped with gaskets ahead of threads, not over 5 pounds net weight capacity each. Screw-cap closures must be secured in place by suitable tape. Each bottle must be placed in a spec. 2R (§ 78.34 of this chapter) metal container having a wall thickness of one-fourth inch and be completely surrounded by cushioning material. Spec. 2R containers must be separated from one another by incombustible cushioning material. Authorized net weight of metal in one outside container not over 150 pounds.

(c) Zirconium metal, wet, mechanically produced finer than 270 mesh particle size or chemically produced finer than 20 mesh particle size with a minimum of 25 percent water by weight (a mixture of water and a suitable anti-freeze agent may be used when freezing temperatures may be encountered during transportation) must be packed in specification containers as follows:

(1) Spec. 15A or 15B (§ 78.168 or 78.169 of this chapter) wooden boxes or spec. 6A, 6B, or 6C (§ 78.97, 78.98, or 78.99 of this chapter) or 17C or 17H (single-trip containers) (§ 78.115 or 78.118 of this chapter) metal drums with inside containers of glass or non-carbon polyethylene having net weight of not over 10 pounds each. Inside glass containers must be equipped with positive type clamp-on closures equipped with rubber gaskets. Inside polyethylene containers may have screw-cap closures equipped with gaskets ahead of thread and shall be of material which will not react with or be decomposed when in contact with contents. Screw-cap closures must be secured in place by suitable tape. Each glass or polyethylene container must be surrounded on all sides with not less than 1 inch of incombustible cushioning material and in an amount sufficient to completely absorb the entire liquid contents of the containers. Each inside glass or polyethylene container must be placed in a spec. 2A (§ 78.20 of this chapter) metal can closed with push-in cover held in place by soldering or crimping at at least four points. Authorized net weight of zirconium in one outside container shall not exceed 40 pounds in wooden boxes and 150 pounds in steel drums.

(2) Spec. 10A (§ 78.155 of this chapter). Wooden kegs containing not to exceed 75 pounds net each.

(d) Zirconium metal, dry, in an atmosphere of inert gas, mechanically produced finer than 270 mesh particle size or chemically produced finer than 20 mesh particle size must be packed in specification containers as follows:

(1) Spec. 6A, 6B, or 6C (§ 78.97, 78.98, or 78.99 of this chapter) or spec. 17c, 17H, or 37A (single-trip containers) (§ 78.115, 78.118, or 78.131 of this chapter). Metal barrels or drums with inside non-carbon polyethylene bottles having positive type clamp-on closures equipped with rubber gaskets, or with screw-cap closures having not less than three continuous threads and equipped with gaskets ahead of threads, not over 5 pounds net weight capacity each. Screw-cap closures must be secured in place by suitable tape. Each bottle must be placed in a spec. 2R (§ 78.34 of this chapter) metal container having a wall thickness of one-fourth inch and be completely surrounded by cushioning material. Spec. 2R containers must be separated from one another by incombustible cushioning materials. Authorized net weight of metal in one outside container not over 150 pounds.

(e) Mechanically produced hafnium metal, coarser than 270 mesh particle size and chemically produced coarser than 20 mesh particle size in strong tight containers are not subject to Parts 71–78 and 197 of this chapter.

(f) Mechanically produced zirconium metal, coarser than 270 mesh particle size and chemically produced coarser than 20 mesh particle size in strong tight containers are not subject to Parts 71–78 and 197 of this chapter. (See § 73.220, zirconium scrap.)

Cancel entire § 73.215 (23 F.R. 4029, June 10, 1958) (18 F.R. 6778, Oct. 27, 1953) (17 F.R. 9837, Nov. 1, 1952).

Subpart E—Acids and Other Corrosive Liquids; Definition and Preparation

In § 73.260 amend paragraph (c)(2)(i) (27 F.R. 6737, July 17, 1962) to read as follows:

§ 73.260 Electric storage batteries, wet.

* * * * *

(c) * * *

(2) * * *

(i) Top of slip cover or fiberboard box must have interior reinforcement (insert or saddle) of fiberboard, wood, or other material of equal strength and rigidity so formed that any superimposed weight will bear only and directly downward on the top edges of the battery case or intercell connectors (straps), or plastic battery terminal covers designed to transmit any superimposed weight directly to the top inner wall of the battery case, or fiberboard boxes with chip board and chip board jute lined tubes which shall fit directly over the terminal posts and rest directly on battery cell covers.

* * * * *

Add § 73.299a (15 F.R. 8324, Dec. 2, 1950) to read as follows:

§ 73.299a Tris-(1-aziridinyl) phosphine oxide.

(a) Tris-(1-aziridinyl) phosphine oxide must be packed in specification containers as follows:

(1) In containers as prescribed in § 73.245, not over 5 gallons capacity each.

Subpart F—Compressed Gases; Definition and Preparation

In § 73.314 amend paragraph (a) Table (26 F.R. 9402, Oct. 6, 1961) (22 F.R. 2227, Apr. 4, 1957) to read as follows:

§ 73.314 Compressed gases in tank cars.

(a) * * *

Kind of gas	Maximum permitted filling density, Note 1	Required type of tank car, Note 2
(change)	*Percent*	
Anhydrous ammonia	50	ICC-106A500, 106A500X, Note 12.
	57	ICC-105A300-W.
	57	ICC-112A400-F, 112A340-W, Note 21.
	58.8	ICC-112A400-F, 112A340-W, Note 21.
(add)		
Butadiene (pressure not exceeding 255 pounds per square inch at 115° F.), inhibited.	Notes 3 and 6	ICC-112A340-W, Notes 5 and 9.
Liquefied petroleum gas (pressure not exceeding 255 pounds per square inch at 115° F.).	Note 3	ICC-112A340-W, Notes 5 and 9.

PART 78—SHIPPING CONTAINER SPECIFICATIONS

Subpart B—Specifications for Inside Containers and Linings

Amend entire § 78.34 (20 F.R. 954, Feb. 15, 1955) (24 F.R. 907, Feb. 6, 1959) to read as follows:

§ 78.34 Specification 2R; inside containers, metal tubes.

§ 78.34–1 Materials.

(a) Metal tubes shall be stainless steel, malleable iron, or brass, or other materials having equivalent physical strength and fire resistance.

§ 78.34–2 Manufacture.

(a) The ends of the tubes must be fitted with screw-type closures or flanges (see § 78.34–4), except that one or both ends of the tube may be permanently closed by a welded or brazed plate. Welded or brazed side seams are authorized.

(b) Welding or brazing must be done in a workmanlike manner and must be free from defects.

§ 78.34–3 Size.

(a) Inside diameter of the tube shall not exceed 12 inches, exclusive of flanges for handling or fastening devices and shall have wall thickness and length in accordance with the following:

Inside diameter not over (inches)	Wall thickness minimum (inch)	Length maximum (inches)
2	3/32	16
6	1/8	72
12	1/4	72

§ 78.34–4 Closing devices.

(a) Closing devices shall be as follows:

(1) Screw-type, caps or plugs; number of threads per inch must not be less than United States standard pipe threads and must have sufficient length of thread to engage at least 5 threads when securely tightened.

(2) Openings exceeding 3 inches inside diameter may be closed by securely bolted flanges and leak-tight gasket.

§ 78.34–5 Marking.

(a) Each container shall be marked with the words "RADIOACTIVE MATERIAL" either by embossing or die-stamping directly onto the container or by securely affixing by welding or brazing a metal plate bearing this notation to the container.

Subpart D—Specifications for Metal Barrels, Drums, Kegs, Cases, Trunks and Boxes

Add § 78.112 (15 F.R. 8447, Dec. 2, 1950) to read as follows:

§ 78.112 Specification 42H; aluminum drums; removable head containers not authorized.

§ 78.112–1 Compliance.

(a) Required in all details.

§ 78.112–2 Rated capacity.

(a) Rated capacity as marked shall be 55 gallons, see § 78.112–10(a)(3). Minimum actual capacity of containers shall be not less than rated (marked) capacity plus 4 percent. Maximum actual capacity shall not be greater than rated (marked) capacity plus 5 percent.

§ 78.112–3 Composition.

(a) Body and heads shall be of aluminum alloy 5086–H32 or an aluminum base alloy of equivalent corrosion resistance and physical properties.

§ 78.112–4 Seams.

(a) Body seams welded.

(b) Head and chime seams welded or double-seamed.

§ 78.112–5 Chime reinforcement.

(a) Chime reinforcement required and shall be not less than 12-gauge galvanized steel commercial coating.

§ 78.112–6 Parts and dimensions.

(a) At start of fabrication, aluminum alloy sheets shall have a minimum thickness of 0.063 inch and completed container shall have no wall thickness less than 0.059 inch.

(b) Rolled or swedged-in rolling hoops required.

(c) Drum shall be of straight side type.

§ 78.112–7 Convex heads.

(a) Convex (crowned) heads, not extending beyond level of chime; minimum convexity of three-eighths inch required.

§ 78.112–8 Defective containers.

(a) Leaks and other defects shall be repaired by welding, using welding material of the same composition as originally used by the manufacturer of the drum or other approved aluminum base alloy of equal corrosion and strength qualities.

§ 78.112–9 Closures.

(a) Of screw-thread type or secured by screw-thread device; openings over 2.3 inches not authorized; suitable gaskets required.

(b) Threaded plugs, or caps, and flanges must be close fitting with gasket surfaces which bear squarely on each other when without gasket; they must have not over 12 threads per inch, with at least 3 threads engaged when gasket is in place; two five-sixths inch drainage holes are authorized in flange.

§ 78.112–10 Marking.

(a) Marking on each container on head, by stamping with pressure dies, by embossing with raised marks, or plate attached by welding, as follows:

(1) ICC–42H. This mark shall be understood to certify that the container complies with all specification requirements.

(2) Name or symbol (letters) of maker; this must be registered with the Bureau of Explosives and located just above, below, or following the mark specified in subparagraph (1) of this paragraph.

(3) Gauge of metal, decimal thickness in inches, at start of fabrication; rated capacity in gallons; year of manufacture (for example, 0.063–55–63).

§ 78.112–11 Size of marking.

(a) Size of marking (minimum): three-fourths inch high.

§ 78.112–12 Type tests.

(a) Samples, taken at random and closed as for use, shall withstand prescribed tests without leakage. Tests to be made of each type and size by each company starting production and to be repeated every four months. Samples last tested to be retained until further tests are made or for one year, whichever period is shorter. The type tests are as follows:

(1) Test by dropping, filled with water to 98 percent capacity, from height of 4 feet onto solid concrete so as to strike diagonally on chime, or when without chime seam, to strike on other circumferential seam; also additional tests on any other parts which might be considered weaker than the chime.

(2) Hydrostatic pressure test of 40 pounds per square inch sustained for 5 minutes.

§ 78.112–13 Leakage test.

(a) Each container shall be tested, unsupported, with seams under water or covered with soapsuds or heavy oil, by interior air pressure of at least 15 pounds per square inch. Leaking or damaged drums shall be rejected or repaired and retested.

[F.R. Doc. 64–3737; Filed, Apr. 21, 1964; 8:45 a.m.]

Title 7—AGRICULTURE

Chapter I—Agricultural Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 26—GRAIN STANDARDS

Moisture Content of Durum Wheat

On January 25, 1964, there was published in the FEDERAL REGISTER a document containing a revision of the Official Grain Standards of the United States for Wheat (7 CFR 26.101 et seq.). The revision was promulgated (29 F.R. 1309, 2593) to become effective June 1, 1964, pursuant to the United States Grain Standards Act, as amended (7 U.S.C. 71 et seq.).

Section 26.128(a) of the revised standards provides in substance, that wheat shall be graded and designated as "Tough" if it contains more than 13.5 percent of moisture. Section 26.127 of the revised standards provides for grading wheat as "Sample Grade" without regard to its moisture content. Under the present standards, wheat of the class Durum Wheat is graded as Tough Wheat if it contains more than 14.5 percent and not more than 16 percent moisture, and durum wheat with more than 16 percent moisture is graded as Sample Grade.

Over 96 percent of the durum wheat inspected on arrival at terminal markets during the last three years has contained less than 13.5 percent moisture. During 1959 through 1963, the percentage of the lots of grain stored on farms under the price-support loan program with more than 13.5 percent moisture and not over 14.5 percent moisture has ranged from zero in one year to 11.86 percent in another, with an average of 3.23 percent.

Field drying of durum wheat in the swath without impairing its amber color or increasing its brittleness creates a special problem for producers in their efforts to obtain satisfactory moisture levels. Some durum producers have expressed the view that the revised moisture standards could require considerable adjustment on their part. It was decided, therefore, by USDA to review and study further these conditions during the 1964 harvesting and storage season for durum wheat.

Accordingly, the effective date of § 26.-128(a) of the revised standards is postponed until June 1, 1965, insofar as it applies to the class Durum wheat, and the effect of § 26.127 of the revision is also postponed until said date insofar as it would provide for the grading of this class of wheat as Sample Grade without regard to moisture content. The following wording which appears in § 26.103 (b) and (h) of the present standards (7 CFR 26.103 (b) and (h)) shall remain in effect until June 1, 1965, with respect to the class Durum Wheat: "(b) *Grades and grade requirements for the subclasses Hard Amber Durum Wheat, Amber Durum Wheat, and Durum Wheat of the class Durum Wheat.* * * * Sample grade: Sample Grade shall be wheat * * * which contains more than 16.0 percent of moisture; * * * (h) *Special grades, special grade requirements, and special grade designations for wheat*—(1) *Tough wheat*—(i) *Requirements.* Tough wheat shall be * * * (b) wheat of any of the classes * * * Durum Wheat * * * or of the class Mixed Wheat in which wheat of any one of the classes * * * Durum Wheat * * * predominates, which contains more than 14.5 percent but not more than 16 percent of moisture."

It appears that public rule making procedure with respect to the change in effective date would not make additional information available to this Department. Therefore, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003) it is found upon good cause that notice and other public rule making procedure with respect to the change in effective date are unnecessary and impracticable.

Done at Washington, D.C., this 17th day of April 1964.

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

[F.R. Doc. 64-3979; Filed, Apr. 21, 1964; 8:51 a.m.]

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

PART 944—FRUIT; IMPORT REGULATIONS

Avocados; Termination

Pursuant to the provisions of section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), the provisions of Avocado Regulation 11 (§ 944.3; 28 F.R. 5006, 7288) shall be and are hereby terminated effective at 12:01 a.m., e.s.t., April 22, 1964.

It is hereby found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective time of this action beyond that herein specified (5 U.S.C. 1001–1011) in that (a) the requirements of the import regulation being terminated were imposed pursuant to section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), which requires such regulation to be imposed whenever restrictions are made applicable to domestic shipments of avocados pursuant to a marketing order; (b) such regulation of domestic shipments of avocados is being terminated at the effective time hereof; (c) it is necessary, therefore, to terminate also the regulation of imports of avocados; and (d) such termination relieves restrictions.

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

Dated: April 17, 1964.

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

[F.R. Doc. 64-4026; Filed, Apr. 21, 1964; 8:53 a.m.]

PART 944—FRUIT; IMPORT REGULATIONS

Limes; Termination

Pursuant to the provisions of section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), the provisions of Lime Regulation 1 (§ 944.200; 27 F.R. 3797, 5734, 6923, 11219; 28 F.R. 347, 5638, 12702, 13928; 29 F.R. 2646) shall be and are hereby terminated effective at 12:01 a.m., e.s.t., April 22, 1964.

It is hereby found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective time of this action beyond that herein specified (5 U.S.C. 1001–1011) in that (a) the requirements of the import regulation being terminated were imposed pursuant to section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), which requires such regulation to be imposed whenever restrictions are made applicable to domestic shipments of limes pursuant to a marketing order; (b) such regulation of domestic shipments of limes is being terminated at the effective time hereof; (c) it is necessary, therefore, to terminate also the regulation of imports of limes; and (d) such termination relieves restrictions.

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

Dated: April 17, 1964.

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

[F.R. Doc. 64-4027; Filed, Apr. 21, 1964; 8:53 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER A—CIVIL AIR REGULATIONS

[Reg. Docket No. 1740; Amdt. 4b-14]

PART 4b—AIRPLANE AIRWORTHINESS; TRANSPORT CATEGORIES

Wing-Flap-Actuated Landing Gear Warning System

The Federal Aviation Agency published as a notice of proposed rule making (28 F.R. 4958), circulated as Notice No. 63-19 dated May 10, 1963, a proposal to amend Parts 4b, 40, 41, and 42 of the Civil Air Regulations to require the installation of a wing-flap-actuated landing gear warning system.

The currently effective § 4b.334(e) requires, for airplanes with retractable landing gear, that a means be provided for indicating to the pilot when the gear is secured in the extended and in the retracted positions; that, in addition, landplanes be provided with an aural warning device to function continuously when one or more throttles are closed if the gear is not fully extended and locked; and that, if a manual shutoff for the aural warning device is provided, it be installed so that reopening the throttles will reset the warning mechanism. A third safety provision, required by § 4b.740, is the Airplane Flight Manual containing the chronological outline of the procedures (checklist) to be followed by the flight crew during all phases of operations.

The Agency finds, from a review of the accident record over the past 8 years, that 17 inadvertent gear-up landing accidents involved airplanes operating under Parts 40, 41, and 42. Fifteen of these accidents involved a number of airplane models, irrespective of performance or type of powerplant used, whose maximum weight exceeded 12,500 pounds. Although these accidents did not result

in either major injuries or fatalities, such accidents are potentially hazardous, particularly because of possible ignition of fuel which might be spilled.

From the analysis of the accident record and from a study of operational practices relating to landing gear aural warning systems, the Agency finds that the currently prescribed throttle-actuated aural warning device and the other safety provisions are not sufficiently effective in preventing inadvertent gear-up landing accidents. The Agency further finds that installation of a wing-flap-actuated aural warning system should reduce the number of such accidents, thereby eliminating the potential hazard to the airplane occupants and preventing damage to the airplane.

Among the comments received in response to the notice of proposed rule making were objections to the proposed requirement. It was contended that the installation of a fourth safety device was unjustified. The Agency disagrees because 10 of the 15 inadvertent gear-up landing accidents involving transport category airplanes probably would have been prevented if a wing-flap-actuated warning system had been installed. These accidents occurred after long approaches with throttles retarded and with the aural warning device manually shut off and not reset prior to landing, or after long power-on approaches and the aural warning device actuated too late to discontinue the approach and initiate a go-around. (The remaining five accidents involved two deactivated aural warning circuits because of a missing fuse and a pulled circuit breaker; a landing with the pilot aware that the gear was still extending; a complete electrical failure; and a no-flap landing during training.) The comment went on to say that the justification in the notice refers only to jet airplanes but the specific proposal applies to all type airplanes. It should be noted that the notice states that "the currently prescribed landing gear warning system is inadequate because of the faster pace of present day operations (which reduces the effectiveness of the checklist on all airplanes) and because of the operational characteristics of jet transports (long straight-in approaches with throttles retarded, occasionally all the way to touchdown) * * *" The notice clearly speaks of all transport category airplanes and is not limited to any particular class. Although the notice refers only to jet transports in regard to long straight-in approaches with throttles retarded, 4 of the 10 transport gear-up landing accidents that the Agency believes would have been prevented by wing-flap-actuated landing gear warning involved propeller-driven airplanes making approaches with throttles retarded. The proposal, therefore, is applicable to all transport airplanes irrespective of method of propulsion.

There were other comments which recommended amending the proposal to apply to all aircraft with retractable gears rather than limiting it to airplanes with a maximum weight of more than 12,500 pounds. This recommendation goes beyond the scope of the notice, and requires that an additional notice of proposed rule making be issued. The Agency is conducting a separate study of inadvertent gear-up landing accidents involving small airplanes. If the study indicates that amendments to the gear-up warning system requirements are needed, appropriate proposals will be made.

Several comments indicated that some interpretations of the proposal could result in the warning sounding for long periods of time during approach and takeoff. As proposed, an aural warning device would be required which would function continuously when the wing flaps are extended beyond the approach climb configuration setting or to a setting normally used following gear extension, whichever is the lesser. The intent of the proposal was that on airplanes for which an approach flap position is determined by the climb performance requirements under which the airplane is type certificated, the warning system would be activated when the wing flaps are extended beyond the maximum approach position. Since all airplanes type certificated under Part 4b must comply with climb performance requirements that determine approach flap positions, the final rule identifies the provision in Part 4b which establishes the approach climb configuration setting. Therefore, the final rule is amended to require activation of the warning system when the wing flaps are extended beyond the maximum approved approach position determined in accordance with § 4b.120(d).

A comment was received suggesting that flexibility be permitted in selecting the flap position at which the gear-up warning system is activated. It appears, however, that, if the selected position is less than the approach position, a large number of nuisance warnings might occur during approaches and takeoffs. On the other hand, if the selected position is greater than the approach position, the gear-up warning system would lose effectiveness because it would sound late in the approach. Therefore, the suggestion has not been accepted.

A comment was received contending that on certain airplanes the presently required throttle-actuated warning system is ineffective because it activates too many nuisance warnings, and suggests that the proposed wing-flap-actuated system alone should be considered adequate. The proposed warning system is activated when wing flaps are extended beyond a prescribed position; however, if a landing is made in which the wing flaps are not extended beyond the prescribed position, the throttle-actuated warning system is needed. Therefore, the suggestion has not been accepted.

Another comment was received suggesting that the presently required throttle-actuated gear-up warning system is adequate on airplanes which do not have the optional manual shutoff on the aural device and, therefore, on such airplanes the proposed flap-actuated warning system should not be required. The throttle-actuated warning system is not activated during a power-on approach, even if the aural warning device is functioning. Of the 15 transport airplane gear-up landing accidents previously mentioned, one definitely and probably two others occurred after a power-on approach. Therefore, the suggestion has not been accepted.

One comment was received recommending that in new airplanes the circuit for the flap-actuated warning system should be separate from the circuit for the throttle-actuated warning system. This recommendation apparently was prompted by an inadvertent gear-up landing accident in which the aural warning device was silenced by pulling out the circuit breaker when the manual shutoff failed to silence the device during a long approach. The Agency considers that a requirement for two separate circuits would pose an unwarranted burden because it would require protection against a combination of equipment malfunction and improper cockpit procedure. Therefore, the recommendation has not been accepted. Furthermore, the proposed rule has been amended to make it clear that a separate circuit is not required. However, the voluntary installation of separate circuits is not prohibited.

A comment was received questioning the validity of the premise in the notice that the faster pace of present day operations reduces the effectiveness of the landing checklist. It was contended that the landing checklist may be too long and cumbersome, and suggested shortening it so that flight crews would be more aware of important items such as extending the gear prior to landing. The Agency does not consider that landing checklists are unnecessarily long or cumbersome. In none of the gear-up accident investigation was this suggested by flight crewmembers. There is no evidence that shorter checklists would change the cockpit procedures to make the existing warning and indication systems more effective or reduce the frequency of inadvertent gear-up accidents.

A comment suggested changing the proposal to apply only to those airplanes in which the main landing gear is used as a speed control device. None of the inadvertent gear-up landing accidents involved the main gear down and nose gear up, which would occur if the landing gear were not lowered after using the main gear to control airspeed. Therefore, this suggestion has not been accepted.

A number of comments requested that the proposal be revised to specify clearly that the flap position sensing unit can be installed at either the flap or the flap control handle. The intent of the proposal was that the sensing unit can be installed at any suitable location in the airplane and the final rule is so amended.

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

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

In consideration of the foregoing, § 4b.334(e) of Part 4b of the Civil Air

Regulations (14 CFR Part 4b, as amended) is hereby amended by adding a new subparagraph (4) to read as follows, effective May 22, 1964:

§ 4b.334 **Retracting mechanism.**

* * * * *

(e) *Position indicator and warning device.* * * *

(4) In addition to the requirements of subparagraphs (1), (2), and (3) of this paragraph, landplanes shall be provided with an aural warning device to function continuously when the wing flaps are extended beyond the maximum approved approach position determined in accordance with § 4b.120(d) if the gear is not fully extended and locked. There must be no manual shutoff provided for the warning device. The flap position sensing unit may be installed at any suitable location in the airplane. The system required by this subparagraph may utilize any portion of the system, including the aural warning device, required by subparagraph (2) of this paragraph.

Issued in Washington, D.C., on April 15, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-3906; Filed, Apr. 21, 1964; 8:45 a.m.]

[Reg. Docket No. 1925; Amdt. 13-6]

PART 13—AIRCRAFT ENGINE AIRWORTHINESS

Type Certification of Turbine Engines for Use in Multiengine Helicopters

There is hereby being adopted an amendment of Part 13 of the Civil Air Regulations, to establish a 2½-minute power rating and associated test requirements for type certification of turbine engines intended for use in multiengine helicopters. Manufacturers of engines, and manufacturers and operators of multiengine helicopters may be affected by this amendment. The contents of this amendment were published by the Federal Aviation Agency as a notice of proposed rule making (28 F.R. 9697) and circulated as Notice 63-35 dated August 28, 1963.

The currently effective provisions of Part 7 of the Civil Air Regulations require for Category A that the takeoff performance be determined and scheduled in such a manner that, in the event of one engine becoming inoperative at any instant after the start of takeoff, it be possible for the rotorcraft either to return to and stop safely on the takeoff area, or to continue the takeoff climbout. For the landing approach, performance must be determined and scheduled in such a manner that, in the event of one engine becoming inoperative at any point in the approach path, it be possible for the rotorcraft to land and stop safely or to climbout safely. Under the present schedule of engine power ratings, takeoff power is used to show compliance with these requirements.

The rule being issued establishes a rated power, greater than takeoff, but limited in use to 2½ minutes, to determine takeoff and approach performance when one engine of a multiengine helicopter becomes inoperative. This rating will improve the economics of domestically-built multiengine helicopters, will enhance the position of the United States manufacturers in the foreign market, and will not result in a degradation of safety.

With respect to the effect of the 2½-minute rating upon engine reliability, the limitations on turbine engine power and performance are determined, in a physical sense, by considerations of the cumulative turbine blade creep, which is dependent principally upon the temperature and mechanical loads to which the blades are subjected. There has been no clear criterion for establishing the absolute power limit of a turbine engine. The power ratings that are established represent compromises intended to produce engines which have reasonable performance, a satisfactory service life, and are able to complete the endurance test program satisfactorily. When the basis for the established ratings is evaluated against the fundamental consideration of material creep, it is seen that higher temperatures and speeds than are associated with rated power levels may be attainable. To date, however, there has been no particular effort by manufacturers to exploit this capability.

To grant engine power ratings in excess of takeoff power would not be justifiable if engine reliability were adversely affected. It is recognized that there are temperatures and/or speeds for any particular engine that could result in immediate and catastrophic failure. It is also recognized that continued operation of a particular engine at temperatures and/or speeds slightly higher than its established limits would probably cause an appreciable reduction in service life. It is seen, however, that a 2½-minute power rating would be needed only in the event of an engine failure during takeoff or approach to landing. Service experience so far gathered with respect to multiengine helicopters indicates that this situation occurs relatively infrequently, hence, it would be expected that an engine would rarely be called upon to deliver 2½-minute power. On this basis, establishment of 2½-minute power would not adversely affect engine reliability by subjecting turbine blades to prolonged operations at elevated temperatures or speeds. A definition of the power is adopted as a new § 13.1(b)(5). The format of the definition differs from that in the currently effective regulations. It is consistent with that of a rated power and properly does not include limitations.

To establish that the introduction of 2½-minute power will not involve temperatures or speeds that would immediately impair engine reliability, and otherwise to establish that a satisfactory level of overall reliability exists when the selected 2½-minute rating is used, it is necessary that the endurance test schedule be modified for engines to be granted this rating. The endurance test schedule of § 13.254 is amended, therefore, to require that during the 150-hour endurance test the engine be operated at 2½-minute power during 50 periods of 2½-minutes duration. It is considered that this procedure will establish the reliability of the engine with a 2½-minute rating when operated in service under the conditions proposed for this rating.

Several comments were received on the notice of proposed rule making (28 F.R. 9697), and are discussed in the following numbered paragraphs.

1. One comment stated that the 2½-minute rating, as proposed in the notice, would result in a derated engine with only a small amount of extra power available for emergency use. This comment suggested a new "X-minute emergency rating" which would make available more power than the proposed 2½-minute rating, but which would be more restricted in use by requiring the engine to be inspected or overhauled after the emergency rating is used a specified number of times (preferably one time) and by requiring a device to prevent the engine from being started after such use. This comment also suggested that the engine testing for the X-minute emergency rating consist of 5 cycles at this power for each time the emergency power is to be made available without inspection or overhaul, and that this testing take place after the normal 150-hour test. The suggestion to establish a higher power emergency rating, based on fewer test cycles but having special inspection and overhaul requirements, represents a major substantive change from the proposal and is not within the framework of this regulatory action; consequently, the suggestion has not been incorporated in the amendment.

2. Another comment considered the proposed testing as reasonable to establish a 2½-minute rating, but expressed concern about the variety of power ratings and stated a belief that the 2½-minute rating should be a fully tested takeoff rating. The comment also indicated concern that the 2½-minute power rating would be abused in operations if it is an emergency rating which must be reported and must not be utilized more than once before overhaul. However, the 2½-minute rating is not one which requires such special reporting and engine overhaul after each use. As explained previously, the 50 cycles of testing at 2½-minute power are considered adequate to assure safe operation of the remaining engines at this power on the relatively few occasions when a multiengine helicopter is operated with one engine inoperative during takeoff or landing. On the other hand, the 2½-minute rating is not a normal takeoff rating, since the total endurance testing at this power would be approximately 2 hours whereas the testing at takeoff power is approximately 18 hours. For this reason, the rotorcraft takeoff performance with all engines operating is determined with takeoff power under the provisions of Part 7. An engine which meets the present takeoff power testing would be expected to meet the 2½-minute power testing at a power somewhat higher than the takeoff rating. If the duration of the 2½-minute power testing were made comparable to the

takeoff power testing, as suggested by the comment, the resulting engine rating would probably be about the same as present takeoff power, and no economic benefit would be obtained under the one-engine-inoperative performance requirements. In view of the foregoing, and since no specific justification was presented in support of this comment, it has not been incorporated in the amendment.

3. A comment was made that the words "or thrust" should be added after "horsepower" in the definition of 2½-minute power; otherwise, the rating would be restricted to shaft engines. Since the proposed rating and corresponding tests were developed expressly for helicopter engines, and the comment presented no reason or explanation for including thrust in the definition, it has not been incorporated in the amendment.

4. Another comment on the proposed definition of 2½-minute power noted that it referred to the horsepower developed at a single altitude, and stated that if the word altitude is needed in the definition, it should be plural. Although this power may be developed at various altitudes and the available power may vary with altitude, a specific condition is desirable for the purpose of establishing an engine "rating" under Part 13; consequently, the comment has not been incorporated in the amendment.

5. A comment concerning the paragraph on gas and oil temperatures in the proposed test requirements recommended that the following clause be added at the end of § 13.254(c)(7): "* * * except where the test periods are not longer than 5 minutes and do not permit stabilization." Since this addition is needed to allow for the problem of stabilizing temperatures during short test periods and is consistent with the current requirements of § 13.254(b)(7), it has been incorporated in the amendment.

Although this amendment to Part 13 establishes a 2½-minute power rating for the type certification of helicopter turbine engines, it should be noted that certain related provisions of Part 7 for the certification of rotorcraft do not yet provide for this power rating. This is the case, for example, with respect to rotor drive mechanism endurance tests, engine cooling, and determination of the height-velocity diagram with one engine inoperative. A notice proposing appropriate amendments to Part 7 will, therefore, be issued in the near future.

Interested persons have been afforded an opportunity to participate in the making of this amendment (28 F.R. 9697), and due consideration has been given to all relevant matter presented. Since this amendment imposes no additional burden on any person, good cause exists for making it effective on less than 30 days' notice.

This amendment is subject to the FAA Recodification Program announced in Draft Release No. 61-25 (26 F.R. 10698). This recodification, however, will not result in any substantive change in the rules as adopted herein.

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

In consideration of the foregoing, Part 13 of the Civil Air Regulations (14 CFR Part 13, as amended) is hereby amended as follows, effective April 22, 1964:

1. By amending § 13.1(b) by redesignating subparagraphs (5), (6), (7), and (8) as (6), (7), (8), and (9), and by adding a new subparagraph (5) to read as follows:

§ 13.1 Definitions.

* * * * *

(b) *General design.* * * *

(5) *2½-minute power for helicopter turbine engines.* 2½-minute power for helicopter turbine engines is the brake horsepower developed statically in standard atmosphere at sea level, or at a specified altitude, for one-engine-out operation of multiengine helicopters for 2½ minutes at rotor shaft rotation speed and gas temperature established for this rating.

* * * * *

2. By amending § 13.254 by deleting "or (b)" from the first sentence and inserting ", (b), or (c)" in lieu thereof, and by adding a new paragraph (c) to read as follows:

§ 13.254 Endurance test.

* * * * *

(c) *Helicopter engines for which 2½-minute and 30-minute power ratings are desired*—(1) *Takeoff, 2½-minute power, and idling.* One hour of alternate 5-minute periods of engine operation shall be conducted at takeoff power and thrust and at idling power and thrust except that, during the third and sixth takeoff power periods, only 2½ minutes will be conducted at takeoff power and the remaining 2½ minutes will be conducted at 2½-minute power. The developed powers and thrusts at takeoff, 2½-minute, and idling conditions and their corresponding rotor speed and gas temperature conditions shall be as established by the power control(s) in accordance with the schedule established by the manufacturer. It shall be permissible to control manually during any one period the rotor speed and power and thrust while taking data to check performance. For engines with augmented takeoff ratings which involve increases in turbine inlet temperature, rotor speed, or shaft power, this period of running at rated takeoff power shall be at the augmented rating. In changing the power setting after or during each period, the power control lever shall be moved in the manner prescribed in subparagraph (5) of this paragraph.

(2) *30-minute power.* Thirty minutes of engine operation shall be conducted at 30-minute power, or thrust, or both.

(3) *Maximum continuous power and thrust.* Two hours of engine operation shall be conducted at the maximum continuous power and thrust.

(4) *Incremental cruise power and thrust.* Two hours of engine operation shall be conducted at the successive power lever positions corresponding with not less than 12 approximately equal speed and time increments between maximum continuous engine rotational speed and ground or minimum idle rotational speed. For engines operating at constant speed, it shall be permissible to vary the thrust and power in lieu of speed. In the event significant peak vibrations exist anywhere between ground idle and maximum continuous conditions, the number of increments chosen shall be altered to increase the amount of running conducted while being subjected to the peak vibrations up to an amount not exceeding 50 percent of the total time spent in incremental running. (See also § 13.251.)

(5) *Acceleration and deceleration runs.* Thirty minutes of engine operation shall be conducted of accelerations and decelerations consisting of 6 cycles from idling power and thrust to takeoff power and thrust and maintaining at the takeoff power lever position for 30 seconds and at the idling power lever position for approximately 4½ minutes. In complying with the provisions of this subparagraph, the power-control lever shall be moved from one extreme position to the other in not more than one second except that, where different regimes of control operations are incorporated necessitating scheduling of the power-control lever motion in going from one extreme position to the other, a longer period of time shall be acceptable but in no case shall this time exceed 2 seconds.

(6) *Starts.* One hundred starts shall be made, of which 25 starts shall be preceded by at least a 2-hour engine shutdown. Ten starts shall be false engine starts pausing for the applicant's specified minimum fuel drainage time before attempting a normal start. Ten starts shall be normal restarts, each performed not more than 15 minutes after engine shutdown. It shall be acceptable to make the remaining starts after completion of the 150 hours of endurance testing.

(7) *Maximum temperatures.* The limiting maximum hot gas and oil inlet temperatures shall be substantiated by operation at these limits during all the takeoff, 2½-minute power, 30-minute power, and maximum continuous running of the endurance test, except where the test periods are not longer than 5 minutes and do not permit stabilization.

Issued in Washington, D.C., on April 17, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-4015; Filed, Apr. 21, 1964; 8:52 a.m.]

[Reg. Docket No. 1740; Amdt. 40-41]

PART 40—SCHEDULED INTERSTATE AIR CARRIER, CERTIFICATION AND OPERATION RULES

Wing-Flap-Actuated Landing Gear Warning System

The Federal Aviation Agency published as a notice of proposed rule making (28 F.R. 4958), circulated as Notice No. 63-19 dated May 10, 1963, a proposal to amend Parts 4b, 40, 41, and 42 of the Civil Air Regulations to require the installation of a wing-flap-actuated landing gear warning system.

All airplanes airworthiness regulations require, for airplanes with retractable landing gear, that a means be provided for indicating to the pilot when the gear is secured in the extended and in the retracted positions; that, in addition, landplanes be provided with an aural warning device to function continuously when one or more throttles are closed if the gear is not fully extended and locked. The airplane airworthiness regulations that permit a manual shutoff for the aural warning device also require that it be installed so that reopening the throttles will reset the warning mechanism. A third safety provision, required in §§ 4b.740 and 40.357, is the cockpit check procedure (checklist) to be used by the flight crew during all phases of operation.

The Agency finds, from a review of the accident record over the past 8 years, that 17 inadvertent gear-up landing accidents involved airplanes operating under Parts 40, 41, and 42. Fifteen of these accidents involved a number of airplane models, irrespective of performance or type of powerplant used, whose maximum weight exceeded 12,500 pounds. Although these accidents did not result in either major injuries or fatalities, such accidents are potentially hazardous, particularly because of possible ignition of fuel which might be spilled.

From the analysis of the accident record and from a study of operational practices relating to landing gear aural warning systems, the Agency finds that the currently prescribed throttle-actuated aural warning device and the other safety provisions are not sufficiently effective in preventing inadvertent gear-up landing accidents. The Agency further finds that installation of a wing-flap-actuated aural warning system should reduce the number of such accidents, thereby eliminating the potential hazard to the airplane occupants and preventing damage to the airplane.

Among the comments received in response to the notice of proposed rule making were objections to the proposed requirement. It was contended that the installation of a fourth safety device was unjustified. The Agency disagrees because 10 of the 15 inadvertent gear-up landing accidents involving transport category airplanes probably would have been prevented if a wing-flap-actuated warning system had been installed. These accidents occurred after long approaches with throttles retarded and with the aural warning device manually shut off and not reset prior to landing, or after long power-on approaches and the aural warning device actuated too late to discontinue the approach and initiate a go-around. (The remaining 5 accidents involved 2 deactivated aural warning circuits because of a missing fuze and a pulled circuit breaker; a landing with the pilot aware that the gear was still extending; a complete electrical failure; and a no-flap landing during training.) The comment went on to say that the justification in the notice refers only to jet airplanes but the specific proposal applies to all type airplanes. It should be noted that the notice states that "the currently prescribed landing gear warning system is inadequate because of the faster pace of present day operations (which reduces the effectiveness of the checklist on all airplanes) and because of the operational characteristics of jet transports (long straight-in approaches with throttles retarded, occassionally all the way to touchdown). * * *" The notice clearly speaks of all transport category airplanes and is not limited to any particular class. Although the notice refers only to jet transports in regard to long straight-in approaches with throttles retarded, 4 of the 10 transport gear-up landing accidents that the Agency believes would have been prevented by wing-flap-actuated landing gear warning involved propeller-driver airplanes making approaches with throttles retarded. The proposal, therefore, is applicable to all transport airplanes irrespective of method of propulsion.

A comment was received suggesting that the presently required throttle-actuated gear-up warning system is adequate on airplanes which do not have the optional manual shutoff on the aural device and, therefore, on such airplanes the proposed flap-actuated warning system should not be required. The throttle-actuated warning system is not activated during a power-on approach, even if the aural warning device is functioning. Of the transport airplane gear-up landing accidents previously mentioned, one definitely and probably two others occurred after a power-on approach. Therefore, the suggestion has not been accepted.

A comment was received questioning the validity of the premise in the notice that the faster pace of present day operations reduces the effectiveness of the landing checklist. It was contended that the landing checklist may be too long and cumbersome, and suggested shortening it so that flight crews would be more aware of important items such as extending the gear prior to landing. The Agency does not consider that landing checklists are unnecessarily long or cumbersome. In none of the gear-up accident investigations was this suggested by flight crewmembers. There is no evidence that shorter checklists would change the cockpit procedures to make the existing warning and indication systems more effective or reduce the frequency of inadvertent gear-up accidents.

A comment was received contending that on certain airplanes the presently required throttle-actuated warning system is ineffective because it activates too many nuisance warnings, and suggests that the proposed wing-flap-actuated system alone should be considered adequate. The proposed warning system is activated when wing flaps are extended beyond a prescribed position; however, if a landing is made in which the wing flaps are not extended beyond the prescribed position, the throttle-actuated warning system is needed. Therefore, the suggestion has not been accepted.

A comment was received which estimated the cost of modification of the total air carrier fleet to be over one million dollars and that this represents only the initial cost and does not include recurring costs for maintenance or delays due to malfunctioning equipment. The comment went on to state that if the proposed installation could contribute materially to safety the cost would not be excessive, but questioned that this has been demonstrated. The Agency does not agree that it is questionable that the proposed installation could contribute materially to safety, but finds that significant improvement in safety will be provided as evidenced in the foregoing discussion.

Several comments indicate that some interpretations of the proposal could result in the warning sounding for long periods of time during approach and takeoff. The intent of the proposal was that on those airplanes for which an approach flap position is determined by the climb performance requirements under which the airplane is type certificated, the warning system would be activated when the wing flaps are extended beyond the maximum approach position. On airplanes whose type certification basis does not include climb performance requirements that determine approach flap positions, the intent of the proposal was to activate the warning system when the flaps are extended beyond the position normally used during landing gear extension. The final rule is clarified in this respect.

A comment was received suggesting that flexibility be permitted in selecting the flap position at which the gear-up warning system is activated. If the selected position is less than that specified in the proposal, as clarified in the preceding paragraph, a large number of nuisance warnings would occur during approaches and takeoffs. On the other hand, if the selected position is greater than that specified in the proposal, as clarified above, the gear-up warning system would lose effectiveness because it would sound late in the approach. Therefore, the suggestion has not been accepted.

A comment suggested changing the proposal to apply only to those airplanes in which the main landing gear is used as a speed control device. None of the inadvertent gear-up landing accidents involved the main gear down and nose gear up, which would occur if the landing gear were not lowered after using the main gear to control airspeed. Therefore, this suggestion has not been accepted.

One comment recommended that, if the proposal is adopted, provision should be made for continuation of flight with the device inoperative. This will be determined by a Flight Operations Evaluation Board for each model airplane affected by the rule and included in the appropriate part of each air carrier's manual, in accordance with § 40.391.

There were other comments which recommended amending the proposal to apply to all aircraft with retractable gears rather than limiting it to airplanes with a maximum weight of more than 12,500 pounds. This recommendation goes beyond the scope of the notice, and would require that an additional notice of proposed rule making be issued. The Agency is conducting a separate study of inadvertent gear-up landing accidents involving small airplanes. If the study indicates that amendments to the gear-

up warning system requirements are needed, appropriate proposals will be made.

A number of comments requested that the proposal be revised to specify clearly that the flap position revising unit can be installed at either the flap or the flap control handle. The intent of the proposal was that the sensing unit can be installed at any suitable location in the airplane and the final rule is so amended.

A comment was received requesting that the compliance date for installation of the proposed warning system be one year after adoption of the rule, to permit adequate time to design, fabricate, and install the system on all airplanes in air carrier operations. The Agency believes that this is a reasonable request and the final rule is amended accordingly. The Agency also considers it appropriate to provide for the possibility that an air carrier may not be able to meet the compliance date due to circumstances beyond his control. The final rule is further amended to include provisions whereby the Agency's assigned inspector may authorize a limited extension of the compliance date.

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

This amendment is made under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, 1424).

In consideration of the foregoing, Part of the Civil Air Regulations (14 CFR Part 40, as amended) is hereby amended as follows, effective May 22, 1964:

1. By adding a new § 40.155 to read as follows:

§ 40.155 Landing gear aural warning device.

(a) Except as otherwise provided in paragraph (b) of this section, on and after May 1, 1965, landplanes having a maximum weight of more than 12,500 pounds shall be provided with a landing gear aural warning device to function continuously when the wing flaps are extended in accordance with subparagraph (1) or (2) of this paragraph and the landing gear is not fully extended and locked. There shall be no manual shutoff provided for the warning device. The flap position sensing unit may be installed at any suitable location in the airplane. The wing-flap-actuated warning system shall be in addition to the throttle-actuated device installed in compliance with the airworthiness requirements under which the landplane was type certificated. The system required by this paragraph may utilize any portion of the throttle-actuated system including the aural warning device.

(1) For landplanes having an established approach wing-flap position, when the wing flaps are extended beyond the maximum certificated approach climb configuration position in the Airplane Flight Manual.

(2) For landplanes without an established approach climb wing-flap position, when the wing flaps are extended beyond the position at which landing gear extension normally is performed.

(b) Prior to February 1, 1965, the air carrier may submit to the assigned Federal Aviation Agency principal inspector, in writing, a request for extension of the May 1, 1965, date specified in paragraph (a) of this section, together with supporting data along the lines set forth in subparagraphs (1) and (2) of this paragraph. The inspector may extend the May 1, 1965, compliance date, but in no event shall such compliance date be extended beyond August 1, 1965, if he finds that the air carrier—

(1) Made a diligent effort to comply with the May 1, 1965, date, but will not be able to comply by that date due to procurement or installation problems beyond its control; and

(2) Has undertaken specific action to comply with the requirements of paragraph (a) of this section at the earliest practicable date following May 1, 1965.

§ 40.170 [Amended]

2. By amending § 40.170(c)(1) by deleting the reference "§§ 40.150 through 40.153" and inserting in lieu thereof the reference "§§ 40.150 through 40.155".

Issued in Washington, D.C., on April 15, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-3907; Filed, Apr. 21, 1964; 8:45 a.m.]

[Reg. Docket No. 1740; Amdt. 41-7]

PART 41—CERTIFICATION AND OPERATION RULES FOR CERTIFICATED ROUTE AIR CARRIERS ENGAGED IN OVERSEAS AND FOREIGN AIR TRANSPORTATION AND AIR TRANSPORTATION WITHIN HAWAII AND ALASKA

Wing-Flap-Actuated Landing Gear Warning System

The Federal Aviation Agency published as a notice of proposed rule making (28 F.R. 4958), circulated as Notice No. 63-19 dated May 10, 1963, a proposal to amend Parts 4b, 40, 41, and 42 of the Civil Air Regulations to require the installation of a wing-flap-actuated landing gear warning system.

All airplane airworthiness regulations require, for airplanes with retractable landing gear, that a means be provided for indicating to the pilot when the gear is secured in the extended and in the retracted positions; that, in addition, landplanes be provided with an aural warning device to function continuously when one or more throttles are closed if the gear is not fully extended and locked. The airplane airworthiness regulations that permit a manual shutoff for the aural warning device also require that it be installed so that reopening the throttles will reset the warning mechanism. A third safety provision, required in §§ 4b.740 and 41.176, is the cockpit check procedure (checklist) to be used by the flight crew during all phases of operation.

The Agency finds, from a review of the accident record over the past 8 years, that 17 inadvertent gear-up landing accidents involved airplanes operating under Parts 40, 41, and 42. Fifteen of these accidents involved a number of airplane models, irrespective of performance or type of powerplant used, whose maximum weight exceeded 12,500 pounds. Although these accidents did not result in either major injuries or fatalities, such accidents are potentially hazardous, particularly because of possible ignition of fuel which might be spilled.

From the analysis of the accident record and from a study of operational practices relating to landing gear aural warning systems, the Agency finds that the currently prescribed throttle-actuated aural warning device and the other safety provisions are not sufficiently effective in preventing inadvertent gear-up landing accidents. The Agency further finds that installation of a wing-flap-actuated aural warning system should reduce the number of such accidents, thereby eliminating the potential hazard to the airplane occupants and preventing damage to the airplane.

Among the comments received in response to the notice of proposed rule making were objections to the proposed requirement. It was contended that the installation of a fourth safety device was unjustified. The Agency disagrees because 10 of the 15 inadvertent gear-up landing accidents involving transport category airplanes probably would have been prevented if a wing-flap-actuated warning system had been installed. These accidents occurred after long approaches with throttles retarded and with the aural warning device manually shut off and not reset prior to landing, or after long power-on approaches and the aural warning device actuated too late to discontinue the approach and initiate a go-around. (The remaining 5 accidents involved 2 deactivated aural warning circuits because of a missing fuse and a pulled circuit breaker; a landing with the pilot aware that the gear was still extending; a complete electrical failure; and a no-flap landing during training.) The comment went on to say that the justification in the notice refers only to jet airplanes but the specific proposal applies to all type airplanes. It should be noted that the notice states that "the currently prescribed landing gear warning system is inadequate because of the faster pace of present day operations (which reduces the effectiveness of the checklist on all airplanes) and because of the operational characteristics of jet transports (long straight-in approaches with throttles retarded, occasionally all the way to touchdown) * * *" The notice clearly speaks of all transport category airplanes and is not limited to any particular class. Although the notice refers only to jet transports in regard to long straight-in approaches with throttles retarded, 4 of the 10 transport gear-up landing accidents that the Agency believes would have been prevented by wing-flap-actuated landing gear warning involved propeller-driven airplanes making ap-

proaches with throttles retarded. The proposal, therefore is applicable to all transport airplanes irrespective of method of propulsion.

A comment was received suggesting that the presently required throttle-actuated gear-up warning system is adequate on airplanes which do not have the optional manual shutoff on the aural device and, therefore, on such airplanes the proposed flap-actuated warning system should not be required. The throttle-actuated warning system is not activated during a power-on approach, even if the aural warning device is functioning. Of the transport airplane gear-up landing accidents previously mentioned, one definitely and probably two others occurred after a power-on approach. Therefore, the suggestion has not been accepted.

A comment was received questioning the validity of the premise in the notice that the faster pace of present day operations reduces the effectiveness of the landing checklist. It was contended that the landing checklist may be too long and cumbersome, and suggested shortening it so that flight crews would be more aware of important items such as extending the gear prior to landing. The Agency does not consider that landing checklists are unnecessarily long or cumbersome. In none of the gear-up accident investigations was this suggested by flight crewmembers. There is no evidence that shorter checklists would change the cockpit procedures to make the existing warning and indication systems more effective or reduce the frequency of inadvertent gear-up accidents.

A comment was received contending that on certain airplanes the presently required throttle-actuated warning system is ineffective because it activates too many nuisance warnings, and suggests that the proposed wing-flap actuated system alone should be considered adequate. The proposed warning system is activated when wing flaps are extended beyond a prescribed position; however, if a landing is made in which the wing flaps are not extended beyond the prescribed position, the throttle-actuated warning system is needed. Therefore, the suggestion has not been accepted.

A comment was received which estimated the cost of modification of the total air carrier fleet to be over one million dollars and that this represents only the initial cost and does not include recurring costs for maintenance or delays due to malfunctioning equipment. The comment went on to state that if the proposed installation could contribute materially to safety the cost would not be excessive, but questioned that this has been demonstrated. The Agency does not agree that it is questionable that the proposed installation could contribute materially to safety, but finds that significant improvement in safety will be provided as evidenced in the foregoing discussion.

Several comments indicate that some interpretations of the proposal could result in the warning sounding for long periods of time during approach and takeoff. The intent of the proposal was that on those airplanes for which an approach flap position is determined by the climb performance requirements under which the airplane is type certificated, the warning system would be activated when the wing flaps are extended beyond the maximum approach position. On airplanes whose type certification basis does not include climb performance requirements that determine approach flap positions, the intent of the proposal was to activate the warning system when the flaps are extended beyond the position normally used during landing gear extension. The final rule is clarified in this respect.

A comment was received suggesting that flexibility be permitted in selecting the flap position at which the gear-up warning system is activated. If the selected position is less than that specified in the proposal, as clarified in the preceding paragraph, a large number of nuisance warnings would occur during approaches and takeoffs. On the other hand, if the selected position is greater than that specified in the proposal, as clarified above, the gear-up warning system would lose effectiveness because it would sound late in the approach. Therefore, the suggestion has not been accepted.

A comment suggested changing the proposal to apply only to those airplanes in which the main landing gear is used as a speed control device. None of the inadvertent gear-up landing accidents involved the main gear down and nose gear up, which would occur if the landing gear were not lowered after using the main gear to control airspeed. Therefore, this suggestion has not been accepted.

One comment recommended that, if the proposal is adopted, provision should be made for continuation of flight with the device inoperative. This will be determined by a Flight Operations Evaluation Board for each model airplane affected by the rule and included in the appropriate part of each air carrier's manual, in accordance with § 41.391.

There were other comments which recommended amending the proposal to apply to all aircraft with retractable gears rather than limiting it to airplanes with a maximum weight of more than 12,500 pounds. This recommendation goes beyond the scope of the notice, and would require that an additional notice of proposed rule making be issued. The Agency is conducting a separate study of inadvertent gear-up landing accidents involving small airplanes. If the study indicates that amendments to the gear-up warning system requirements are needed, appropriate proposals will be made.

A number of comments requested that the proposal be revised to specify clearly that the flap position revising unit can be installed at either the flap or the flap control handle. The intent of the proposal was that the sensing unit can be installed at any suitable location in the airplane and the final rule is so amended.

A comment was received requesting that the compliance date for installation of the proposed warning system be one year after adoption of the rule, to permit adequate time to design, fabricate, and install the system on all airplanes in air carrier operations. The Agency believes that this is a reasonable request and the final rule is amended accordingly. The Agency also considers it appropriate to provide for the possibility that an air carrier may not be able to meet the compliance date due to circumstances beyond his control. The final rule is further amended to include provisions whereby the Agency's assigned inspector may authorize a limited extension of the compliance date.

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

This amendment is made under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, 1424).

In consideration of the foregoing, Part 41 of the Civil Air Regulations (14 CFR Part 41, as amended) is hereby amended as follows, effective May 22, 1964:

1. By adding a new § 41.155 to read as follows:

§ 41.155 Landing gear aural warning device.

(a) Except as otherwise provided in paragraph (b) of this section, on and after May 1, 1965, landplanes having a maximum weight of more than 12,500 pounds shall be provided with a landing gear aural warning device to function continuously when the wing flaps are extended in accordance with subparagraph (1) or (2) of this paragraph and the landing gear is not fully extended and locked. There shall be no manual shutoff provided for the warning device. The flap position sensing unit may be installed at any suitable location in the airplane. The wing-flap-actuated warning system shall be in addition to the throttle-actuated device installed in compliance with the airworthiness requirements under which the landplane was type certificated. The system required by this paragraph may utilize any portion of the throttle-actuated system including the aural warning device.

(1) For landplanes having an established approach wing-flap position, when the wing flaps are extended beyond the maximum certificated approach climb configuration position in the Airplane Flight Manual.

(2) For landplanes without an established approach climb wing-flap position, when the wing flaps are extended beyond the position at which landing gear extension normally is performed.

(b) Prior to February 1, 1965, the air carrier may submit to the assigned Federal Aviation Agency principal inspector, in writing, a request for extension of the May 1, 1965, date specified in paragraph (a) of this section, together with supporting data along the lines set forth in subparagraphs (1) and (2) of this paragraph. The inspector may extend the May 1, 1965, compliance date, but in no event shall such compliance date be extended beyond August 1, 1965, if he finds that the air carrier—

(1) Made a diligent effort to comply with the May 1, 1965, date, but will not be able to comply by that date due to pro-

curement or installation problems beyond its control; and

(2) Has undertaken specific action to comply with the requirements of paragraph (a) of this section at the earliest practicable date following May 1, 1965.

§ 41.170 [Amended]

2. By amending § 41.170(c)(1) by deleting the reference "§§ 41.150 through 41.154" and inserting in lieu thereof the reference "§§ 41.150 through 41.155".

Issued in Washington, D.C., on April 15, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-3908; Filed, Apr. 21, 1964; 8:45 a.m.]

[Reg. Docket No. 1740; Amdt. 42-6]

PART 42—AIRCRAFT CERTIFICATION AND OPERATION RULES FOR SUPPLEMENTAL AIR CARRIERS, COMMERCIAL OPERATORS USING LARGE AIRCRAFT, AND CERTIFICATED ROUTE AIR CARRIERS ENGAGING IN CHARTER FLIGHTS OR OTHER SPECIAL SERVICES

Wing-Flap-Actuated Landing Gear Warning System

The Federal Aviation Agency published as a notice of proposed rule making (28 F.R. 4958), circulated as Notice No. 63-19 dated May 10, 1963, a proposal to amend Parts 4b, 40, 41, and 42 of the Civil Air Regulations to require the installation of a wing-flap-actuated landing gear warning system.

All airplane airworthiness regulations require, for airplanes with retractable landing gear, that a means be provided for indicating to the pilot when the gear is secured in the extended and in the retracted positions; that, in addition, land planes be provided with an aural warning device to function continuously when one or more throttles are closed if the gear is not fully extended and locked. The airplane airworthiness regulations that permit a manual shutoff for the aural warning device also require that it be installed so that reopening the throttles will reset the warning mechanism. A third safety provision, required in §§ 4b.740 and 42.176, is the cockpit check procedure (checklist) to be used by the flight crew during all phases of operation.

The Agency finds, from a review of the accident record over the past 8 years, that 17 inadvertent gear-up landing accidents involved airplanes operating under Parts 40, 41, and 42. Fifteen of these accidents involved a number of airplane models, irrespective of performance or type of powerplant used, whose maximum weight exceeded 12,500 pounds. Although these accidents did not result in either major injuries or fatalities, such accidents are potentially hazardous, particularly because of possible ignition of fuel which might be spilled.

From the analysis of the accident record and from a study of operational practices relating to landing gear aural warning systems, the Agency finds that the currently prescribed throttle-actuated aural warning device and the other safety provisions are not sufficiently effective in preventing inadvertent gear-up landing accidents. The Agency further finds that installation of a wing-flap-actuated aural warning system should reduce the number of such accidents, thereby eliminating the potential hazard to the airplane occupants and preventing damage to the airplane.

Among the comments received in response to the notice of proposed rule making were objections to the proposed requirement. It was contended that the installation of a fourth safety device was unjustified. The Agency disagrees because 10 of the 15 inadvertent gear-up landing accidents involving transport category airplanes probably would have been prevented if a wing-flap-actuated warning system had been installed. These accidents occurred after long approaches with throttles retarded and with the aural warning device manually shut off and not reset prior to landing, or after long power-on approaches and the aural warning device actuated too late to discontinue the approach and initiate a go-around. (The remaining 5 accidents involved 2 deactivated aural warning circuits because of a missing fuse and a pulled circuit breaker; a landing with the pilot aware that the gear was still extending; a complete electrical failure; and a no-flap landing during training.) The comment went on to say that the justification in the notice refers only to jet airplanes but the specific proposal applies to all type airplanes. It should be noted that the notice states that "the currently prescribed landing gear warning system is inadequate because of the faster pace of present day operations (which reduces the effectiveness of the checklist on all airplanes) and because of the operational characteristics of jet transports (long straight-in approaches with throttles retarded, occasionally all the way to touchdown) * * *" The notice clearly speaks of all transport category airplanes and is not limited to any particular class. Although the notice refers only to jet transports in regard to long straight-in approaches with throttles retarded, 4 of the 10 transport gear-up landing accidents that the Agency believes would have been prevented by wing-flap-actuated landing gear warning involved propeller-driven airplanes making approaches with throttles retarded. The proposal, therefore, is applicable to all transport airplanes irrespective of method of propulsion.

A comment was received suggesting that the presently required throttle-actuated gear-up warning system is adequate on airplanes which do not have the optional manual shutoff on the aural device and, therefore, on such airplanes the proposed flap-actuated warning system should not be required. The throttle-actuated warning system is not activated during a power-on approach, even if the aural warning device is functioning. Of the transport airplane gear-up landing accidents previously mentioned, one definitely and probably two others occurred after a power-on approach. Therefore, the suggestion has not been accepted.

A comment was received questioning the validity of the premise in the notice that the faster pace of present day operations reduces the effectiveness of the landing checklist. It was contended that the landing checklist may be too long and cumbersome, and suggested shortening it so that flight crews would be more aware of important items such as extending the gear prior to landing. The Agency does not consider that landing checklists are unnecessarily long or cumbersome. In none of the gear-up accident investigations was this suggested by flight crewmembers. There is no evidence that shorter checklists would change the cockpit procedures to make the existing warning and indication systems more effective or reduce the frequency of inadvertent gear-up accidents.

A comment was received contending that on certain airplanes the presently required throttle-actuated warning system is ineffective because it activates too many nuisance warnings, and sugests that the proposed wing-flap-actuated system alone should be considered adequate. The proposed warning system is activated when wing flaps are extended beyond a prescribed position; however, if a landing is made in which the wing flaps are not extended beyond the prescribed position, the throttle-actuated warning system is needed. Therefore, the suggestion has not been accepted.

A comment was received which estimated the cost of modification of the total air carrier fleet to be over one million dollars and that this presents only the initial cost and does not include recurring costs for maintenance or delays due to malfunctioning equipment. The comment went on to state that if the proposed installation could contribute materially to safety the cost would not be excessive, but questioned that this has been demonstrated. The Agency does not agree that it is questionable that the proposed installation could contribute materially to safety, but finds that significant improvement in safety will be provided as evidenced in the foregoing discussion.

Several comments indicate that some interpretations of the proposal could result in the warning sounding for long periods of time during approach and takeoff. The intent of the proposal was that on those airplanes for which an approach flap position is determined by the climb performance requirements under which the airplane is type certificated, the warning system would be activated when the wing flaps are extended beyond the maximum approach position. On airplanes whose type certification basis does not include climb performance requirements that determine approach flap positions, the intent of the proposal was to activate the warning system when the flaps are extended beyond the position normally used during landing gear extension. The final rule is clarified in this respect.

A comment was received suggesting that flexibility be permitted in selecting the flap position at which the gear-up warning system is activated. If the selected position is less than that specified in the proposal, as clarified in the

preceding paragraph, a large number of nuisance warnings would occur during approaches and takeoffs. On the other hand, if the selected position is greater than that specified in the proposal, as clarified above, the gear-up warning system would lose effectiveness because it would sound late in the approach. Therefore, the suggestion has not been accepted.

A comment suggested changing the proposal to apply only to those airplanes in which the main landing gear is used as a speed control device. None of the inadvertent gear-up landing accidents involved the main gear down and nose gear up, which would occur if the landing gear were not lowered after using the main gear to control airspeed. Therefore, this suggestion has not been accepted.

One comment recommended that, if the proposal is adopted, provision should be made for continuation of flight with the device inoperative. This will be determined by a Flight Operations Evaluation Board for each model airplane affected by the rule and included in the appropriate part of each air carrier's manual, in accordance with § 42.391.

There were other comments which recommended amending the proposal to apply to all aircraft with retractable gears rather than limiting it to airplanes with a maximum weight of more than 12,500 pounds. This recommendation goes beyond the scope of the notice, and would require that an additional notice of proposed rule making be issued. The Agency is conducting a separate study of inadvertent gear-up landing accidents involving small airplanes. If the study indicates that amendments to the gear-up warning system requirements are needed, appropriate proposals will be made.

A number of comments requested that the proposal be revised to specify clearly that the flap position revising unit can be installed at either the flap or the flap control handle. The intent of the proposal was that the sensing unit can be installed at any suitable location in the airplane and the final rule is so amended.

A comment was received requesting that the compliance date for installation of the proposed warning system be one year after adoption of the rule, to permit adequate time to design, fabricate, and install the system on all airplanes in air carrier operations. The Agency believes that this is a reasonable request and the final rule is amended accordingly. The Agency also considers it appropriate to provide for the possibility that an air carrier may not be able to meet the compliance date due to circumstances beyond his control. The final rule is further amended to include provisions whereby the Agency's assigned inspector may authorize a limited extension of the compliance date.

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

This amendment is made under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, 1424).

In consideration of the foregoing, Part 42 of the Civil Air Regulations (28 F.R. 7124) is hereby amended as follows, effective May 22, 1964:

1. By adding a new § 42.155 to read as follows:

§ 42.155 Landing gear aural warning device.

(a) Except as otherwise provided in paragraph (b) of this section, on and after May 1, 1965, landplanes having a maximum weight of more than 12,500 pounds shall be provided with a landing gear aural warning device to function continuously when the wing flaps are extended in accordance with subparagraph (1) or (2) of this paragraph and the landing gear is not fully extended and locked. There shall be no manual shutoff provided for the warning device. The flap position sensing unit may be installed at any suitable location in the airplane. The wing-flap-actuated warning system shall be in addition to the throttle-actuated device installed in compliance with the airworthiness requirements under which the landplane was type certificated. The system required by this paragraph may utilize any portion of the throttle-actuated system including the aural warning device.

(1) For landplanes having an established approach wing-flap position, when the wing flaps are extended beyond the maximum certificated approach climb configuration position in the Airplane Flight Manual.

(2) For landplanes without an established approach climb wing-flap position, when the wing flaps are extended beyond the position at which landing gear extension normally is performed.

(b) Prior to February 1, 1965, the operator may submit to the assigned Federal Aviation Agency principal inspector, in writing, a request for extension of the May 1, 1965, date specified in paragraph (a) of this section, together with supporting data along the lines set forth in subparagraphs (1) and (2) of this paragraph. The inspector may extend the May 1, 1965, compliance date, but in no event shall such compliance date be extended beyond August 1, 1965, if he finds that the operator—

(1) Made a diligent effort to comply with the May 1, 1965, date, but will not be able to comply by that date due to procurement or installation problems beyond its control; and

(2) Has undertaken specific action to comply with the requirements of paragraph (a) of this section at the earliest practicable date following May 1, 1965.

§ 42.170 [Amended]

2. By amending § 42.170(c)(1) by deleting the reference "§§ 42.150 through 42.154" and inserting in lieu thereof the reference "§§ 42.150 through 42.155".

Issued in Washington, D.C., on April 15, 1964.

N. E. HALABY,
Administrator.

[F.R. Doc. 64-3909; Filed, Apr. 21, 1964; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 63-AL-12]

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

Alteration of Control Zone, Revocation of Control Area Extension and Designation of Transition Area

On January 30, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 1587) stating that the Federal Aviation Agency proposed to alter the Bettles, Alaska, control zone, revoke the Bettles control area extension and designate the Bettles transition area.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments but no comments were received.

The substance of the proposed amendments having been published and for the reasons stated in the notice, the following actions are taken:

1. In § 71.171 (29 F.R. 1101), the Bettles, Alaska, control zone is amended to read:

Bettles, Alaska.

Within a 5-mile radius of Bettles Airport (latitude 66°55'00" N., longitude 151°31'00" W.); within 2 miles each side of the Bettles RR SE course, extending from the 5-mile radius zone to 8 miles SE of the RR; within 2 miles each side of the 210° bearing from the RR, extending from the 5-mile radius zone to 8 miles SW of the RR, and within 2 miles each side of the Bettles VOR 216° radial, extending from the 5-mile radius zone to 8 miles SW of the VOR.

2. Section 71.165 (29 F.R. 1073) is amended by revoking the following control area extension: "Bettles, Alaska."

3. Section 71.181 (29 F.R. 1160) is amended by adding the following:

Bettles, Alaska.

That airspace extending upward from 1,200 feet above the surface within a 19-mile radius of the Bettles VOR, extending clockwise from the NE boundary of Amber 2 to a line 8 miles NW of and parallel to the Bettles VOR 216° radial, and within an 8-mile radius of Bettles VOR, extending clockwise from a line 8 miles NW of and parallel to the Bettles VOR 216° radial to the NE boundary of Amber 2; and that airspace extending upward from 14,500 feet MSL within 9 miles NE and 16 miles SW of the Bettles VOR 155° and 335° radials, extending from 12 miles NW to 26 miles SE of the VOR. The portion of the transition area extending upward from 14,500 feet MSL is excluded from Federal airways.

These amendments shall become effective 0001 e.s.t., June 25, 1964.

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3910; Filed, Apr. 21, 1964; 8:46 a.m.]

[Airspace Docket No. 63-AL-18]

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

Alteration of Control Zone and Transition Area

On January 23, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 569) stating that the Federal Aviation Agency (FAA) proposed to alter the Galena, Alaska, control zone and transition area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. Due consideration was given to all relevant matter presented.

The Department of the Air Force did not object to the proposed action but requested that the proposal be amended to provide for the designation of a transition area with a base of 14,500 feet mean sea level to provide protection for aircraft conducting instrument approaches and holding procedures based on the Galena TACAN 228° True radial. The additional procedure to be protected (SIAP JAL-1229-TACAN-2) was published after publication of the notice of proposed rule making. The FAA feels it would be more prudent to proceed with rule-making action on the original proposal at this time and to publish a new proposal pertaining to the additional transition area. This new proposal will be contained in Airspace Docket No. 64-AL-4. Also, subsequent to publication of the notice, it was determined that the 14,500-foot transition area based on the Galena TACAN 128° True radial is required only to a distance of 22 miles northeast of the radial and not 27 miles northeast as proposed. Since this change is less restrictive in nature and imposes no additional burden on any person, notice and public procedure are unnecessary. Therefore, this change is reflected in the action taken herein.

The substance of the proposed amendments having been published and for the reasons stated herein and in the notice, the following actions are taken:

1. In § 71.171 (29 F.R. 1101), the Galena, Alaska, control zone is amended to read:

Galena, Alaska.

Within a 5-mile radius of Galena Airport (latitude 64°44'10'' N., longitude 156°56'00'' W.); within 2 miles each side of the Galena TACAN 257° radial, extending from the 5-mile radius zone to 11 miles W of the TACAN; within 2 miles each side of the Galena TACAN 090° radial, extending from the 5-mile radius zone to 8 miles E of the TACAN, and within 2 miles each side of the 089° bearing from the Galena RR, extending from the 5-mile radius zone to 11.5 miles E of the RR.

2. In § 71.181 (29 F.R. 1160), the Galena, Alaska, transition area is amended to read:

Galena, Alaska.

That airspace extending upward from 700 feet above the surface within 2 miles each side of the Galena TACAN 257° radial, extending from 11 miles to 12 miles W of the TACAN; and that airspace extending upward from 1,200 feet above the surface within a 32-mile radius of the Galena RR; and that airspace extending upward from 14,500 feet MSL within 14 miles SW and 22 miles NE of the Galena TACAN 128° radial, extending from the 32-mile radius area to 75 miles SE of the TACAN. The portion of this transition area with a floor of 14,500 feet MSL is excluded from Federal airways.

These amendments shall become effective 0001 e.s.t., June 25, 1964.

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3911; Filed, Apr. 21, 1964; 8:46 a.m.]

[Airspace Docket No. 63-CE-56]

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

Alteration of Control Zone and Transition Area; Revocation of Control Area Extension and Transition Area; and Designation of Transition Area

On December 21, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 13940), followed by a supplemental notice of proposed rule making published on January 15, 1964 (29 F.R. 352), stating that the Federal Aviation Agency proposed to alter the Springfield, Ill., control zone, revoke the Springfield control area extension and the Jacksonville, Ill., transition area, and designate the Springfield transition area.

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

The substance of the proposed amendments having been published and for the reasons stated in the notices, the following actions are taken:

1. In § 71.171 (29 F.R. 1101), the Springfield, Ill., control zone is amended to read:

Springfield, Ill.

Within a 5-mile radius of Capital Airport, Springfield, Ill. (latitude 39°50'35'' N., longitude 89°40'35'' W.); within 2 miles each side of the ILS localizer SW course, extending from the 5-mile radius zone to the ILS OM; within 2 miles each side of the Capital VOR 040° radial, extending from the 5-mile radius zone to 12 miles NE of the VOR; and within 2 miles each side of the ILS localizer NE course extending from the 5-mile radius zone to 8 miles NE of the INT of the ILS localizer NE course and the Capital VOR 132° radial.

2. In § 71.165 (29 F.R. 1073), the following control area extension is revoked: "Springfield, Ill."

3. Section 71.181 (29 F.R. 1160) is amended as follows:

a. The following transition area is revoked: "Jacksonville, Ill."

b. The following transition area is added:

Springfield, Ill.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Capital Airport, Springfield, Ill. (latitude 39°50'35'' N., longitude 89°40'35'' W.); within 2 miles each side of the Springfield RR 214° bearing, extending from the 7-mile radius area to 12 miles SW of the RR, and within 2 miles each side of the ILS localizer SW course, extending from the 7-mile radius area to 12 miles S of the OM; and that airspace extending upward from 1,200 feet above the surface within a 26-mile radius of Capital Airport, extending clockwise from the Capital VOR 164° radial to a line 5 miles SE of and parallel to the Capital VOR 058° radial; within a 15-mile radius of the Capital VOR, extending clockwise from a line 5 miles SE of and parallel to the Capital VOR 058° radial to the Capital VOR 164° radial; that airspace extending from the 26-mile radius area bounded on the E by longitude 89°33'00'' W., on the SE by V-426, on the S by the arc of a 33-mile radius circle centered on the Lambert-St. Louis Municipal Airport (latitude 38°44'50'' N., longitude 90°21'55'' W.), on the W by the W boundary of V-9W and longitude 90°10'00'' W.; and that airspace W of Springfield within 6 miles N and 10 miles S of the Capital VOR 269° radial, extending from the 26-mile radius area to 45 miles W of the VOR.

c. The St. Louis, Mo., transition area is amended as follows: In the text "excluding the airspace within the Jacksonville, Ill., and Vandalia, Ill., transition areas" is deleted and "excluding the airspace within the Vandalia, Ill., transition area" is substituted therefor.

These amendments shall become effective 0001 e.s.t., August 20, 1964.

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3912; Filed, Apr. 21, 1964; 8:46 a.m.]

[Airspace Docket No. 64-SW-1]

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

Alteration of Control Zone

On February 15, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 2505) stating that the Federal Aviation Agency (FAA) proposed to alter the Alexandria, La. (Esler Field) control zone.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. Due consideration was given to all relevant matter presented.

Subsequent to the publication of the notice, the FAA found it necessary to delay the decommissioning of the Esler Field radio beacon for approximately six months. The instrument approach procedure (AL-5021-ADF-1) based on this facility will be retained until the decommissioning. Therefore, the control zone extension based on the 327° True bearing from the Esler radio beacon will also be retained to protect aircraft executing the

ADF-1 procedure. The Air Transport Association of America (ATA) suggested that alteration of the control zone include an extension for protection of aircraft utilizing a "planned VOR back course procedure." Additional controlled airspace requirements for this area will be reviewed at a later date under the CAR Amendments 60-21/60-29 implementation program.

The substance of the proposed amendment having been published and for the reasons stated herein and in the notice, the following action is taken:

In § 71.171 (29 F.R. 1101) the Alexandria, La. (Esler Field) control zone is amended to read:

Alexandria, La. (*Esler Field*).

Within a 5-mile radius of Esler Field (latitude 31°23'45" N., longitude 92°17'40" W.), within 2 miles each side of the 327° bearing from the Esler Field RBN extending from the 5-mile radius zone to the RBN, and within 2 miles each side of the Esler Field VOR 338° radial extending from the 5-mile radius zone to 8 miles NW of the VOR.

This amendment shall become effective 0001 e.s.t., June 25, 1964.

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3913; Filed, Apr. 21, 1964; 8:46 a.m.]

[Airspace Docket No. 64-WE-19]

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

Alteration of Control Zone

The Tacoma, Washington, control zone is now described, in part, by reference to the McChord LF/MF radio range. This range will be converted to a nondirectional radio beacon approximately May 1, 1964. The purpose of this amendment is to revise the description of the control zone accordingly.

Since this amendment is editorial in nature, compliance with the notice and public procedure requirements of the Administrative Procedure Act is unnecessary and it may be made effective less than 30 days after publication.

For the above reason, § 71.171 (29 F.R. 1101) is amended to describe the Tacoma, Wash., control zone as follows:

Tacoma, Wash.

Within a 5-mile radius of McChord AFB, Tacoma, Wash. (latitude 47°08'20" N., longitude 122°28'05" W.); and within 2 miles each side of the McChord RBN 360° bearing, extending from the 5-mile radius zone to the RBN.

This amendment shall become effective 0001 e.s.t., May 1, 1964.

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3914; Filed, Apr. 21, 1964; 8:46 a.m.]

[Airspace Docket No. 63-CE-120]

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

Alteration of Transition Area

On January 23, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 574) stating that the Federal Aviation Agency proposed to alter the existing transition area at Hays, Kans.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments, but no comments were received.

The substance of the proposed amendment having been published and for the reasons stated in the notice, the following action is taken:

In § 71.181 (29 F.R. 1160) the Hays, Kans., transition area is amended to read:

Hays, Kans.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Hays Municipal Airport (latitude 38°-51'00" N., longitude 99°16'30" W.); and that airspace extending upward from 1,200 feet above the surface within 8 miles E and 5 miles W of the 176° bearing from Hays Municipal Airport, extending from the airport to 18 miles S of the airport.

This amendment shall become effective 0001 e.s.t., June 25, 1964.

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3915; Filed, Apr. 21, 1964; 8:46 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. ER-403]

PART 288—EXEMPTION OF AIR CARRIERS FOR SHORT NOTICE MILITARY CONTRACTS

Reasonable Level of Compensation

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 17th day of April 1964.

By EDR-67, March 13, 1964, 29 F.R. 3440, the Board proposed to amend, effective July 1, 1964, Part 288 of its Economic Regulations by further reducing the minimum rates applicable to MATS cargo charters in foreign and overseas air transportation. The new proposed minimums were intended to reflect the lower unit operating costs of pure jet aircraft in anticipation that such aircraft would meet increasing use by the military establishment in fiscal year 1965. Cost data underlying the new rate levels were attached to the notice, and comments from interested persons were invited. All materials submitted have been fully considered and the Board has decided that the minimum rates proposed in EDR-67 should be adopted.

In general, the comments of the carriers which participate in MATS cargo charters, with the exception of Pan American World Airways, Inc. (Pan American), are opposed to the proposed minimum rate reductions altogether, or at least at this time. They argue in particular that some experience under the actual fiscal year 1965 MATS procurement program should be obtained before new minimums are set by the Board.

Cost data. Some carriers point to certain alleged deficiencies in the cost findings, although no carrier has brought out errors in costs pertaining to itself; the allegations of errors and deficiencies relate to costs of other carriers. Slick Airways claims, for example, that the costs of Pan American were a year old, were related to passenger experience and not cargo services, and that the more recent filed data were inconsistent with cost estimates used by the Board. The Flying Tiger Line, on the other hand, states "we do not quarrel with the cost figures which the Board has derived for the jet aircraft." It also states "PAA, of course, did have experience figures and the figures as shown in EDR-67 check out with the data on the PAA Forms 41." On the one hand Slick claims that Pan American's flying operation costs in the Pacific, direct maintenance and maintenance burden are higher than the figures used by the Board; on the other hand, Slick complains that the Board's estimates for Pan American's investment, depreciation and estimated ground costs are too high. Pan American itself raises no questions as to the Board's estimates of carrier costs, but presses for lower minimums than the Board proposes.

We agree with Slick and the other carriers that current experience data with convertible jets in MATS services would be the ideal basis for establishing minimum rates, and we were mindful of this fact that the time the notice was published. However, the forecasts used by the Board are the best data available at this time and we believe that they are sufficiently reliable in the manner in which they have been used.

Utilization. Several carriers have pointed out the fact that the eight hours of daily utilization employed in computing cost is not realistic in their case. It is true that a forecast of eight hours is somewhat optimistic in the case of the smaller carriers. On the other hand, larger carriers may achieve better than an eight-hour utilization rate. As we pointed out in ER-401, the uniform rate approach, which all parties apparently favor, dictates an accommodation between two utilization extremes. On balance we believe that the eight-hour utilization assumed in constructing the minimum rates herein is as reasonable as any assumed level, and none of the carriers has suggested any other level as being a more reasonable overall figure.

Division of usage. As was pointed out in the notice, the proposed rates have been predicated upon an even division between the usage of pure jets and CL-44's in MATS foreign and overseas cargo charter services. Of course the actual division cannot be ascertained until MATS makes its specific awards for fiscal year 1965. In fact, it appears likely

that MATS may use commercial services (Category A) to a greater degree in fiscal year 1965 than heretofore. If in fact the cargo traffic were to be moved for the most part on CL-44 aircraft in fiscal year 1965 as has been the case in fiscal year 1964, then the carriers would be inadequately compensated because of undue weighting for lower jet costs. However, a substantial number of cargo jets have recently been acquired, and it is to be expected that MATS will employ such aircraft in satisfying a significant portion of its cargo lift requirements. On the other hand, if the cargo rates were set on pure jet costs, as Pan American appears to argue for, then the CL-44 operators would be paid an unduly low rate. No carrier has proposed any other specific basis for the mix, and in light of all the prevailing circumstances we believe that the assumed 50-50 division is a reasonable one.

Other carrier comments. Capitol Airways, Inc. reiterates its position that the new minimum cargo rates should be limited in their application to jet and turboprop aircraft, maintaining that MATS uses piston aircraft in situations which would result in over-all economies to the government. Capitol presents no new facts and we adhere to our view expressed in ER-401 that higher rates for piston aircraft would largely price them out of the market.[1]

Pan American contends, in principal part, that the Board should establish two sets of rates, one for jets and one for the CL-44. We do not believe that separate rates for jets and turbo-prop services are practical. The Defense Department would be compelled in normal circumstances to tender the contracts to the lower cost jet operators, which in effect would put the turbo-prop cargo aircraft operators out of business. This result would be incompatible with the Board's responsibility for promoting and developing a sound civil aviation system in the national interest. Pan American also argues that the one-way rate should be further reduced to 16.8 cents per ton-mile. In our opinion the 16.8-cent rate would be uneconomic even for the jet cargo aircraft in one-way operations due to the fact that most backhauls are operated on a ferry basis.

United Air Lines, Inc., challenges again, as it did in its comments in connection with ER-401, the Board's legal authority to establish minimum rates applicable to MATS charters in foreign air transportation. The carrier presents no new argument, however, and we see no occasion to add to what we said on the matter in ER-401.

Flying Tiger (FTL) challenges the validity of the new minimum rates with respect to operations across the North Pacific, maintaining that as compared to the mid-Pacific route, operations on the Northern route are more costly because of higher fuel costs, stronger headwinds, greater likelihood of diversions and higher maintenance and servicing costs. FTL apparently is urging that the new rate should, in some manner, take into account such higher cost factors. Yet the carrier has not supported these contentions with sufficient factual data upon which to determine the amount of the cost differential. FTL did not previously raise the cost argument with respect to the North Pacific in the recent proceeding to amend Part 288 (Docket 14749, which culminated in ER-401), but now advances this argument for the first time. In the absence of an affirmative showing by FTL as to what the precise cost differential is, the Board is unable to determine whether an adjustment should be made with respect to North Pacific operations, or how much any such adjustment should be.

General. We are aware that the proposed cargo rate minimums are predicated upon important factors which cannot be factually determined at this time but which must be estimated or assumed. However, this is fundamental in most ratemaking for the future.

Knowledge of the facts of the fiscal year 1965 procurement would provide a better basis for forecasting utilization and the weighting to be given jet costs in relation to turbo-prop costs. Moreover, the cost characteristics of the new jet cargo aircraft will undoubtedly be better understood after a reasonable period of cargo operating experience. On the other hand, it is obviously in the public interest to give the military the cost benefits of technological improvements as soon as practicable, and the use of both types of aircraft in the forthcoming fiscal year is the most reasonable assumption upon which to proceed. In addition, from a planning point of view, it is important that the military know what effect introduction of improved equipment will have on its costs prior to the fiscal year 1965 awards. In the light of the foregoing we have determined to adopt the proposed cargo rate minimums and to make them effective on July 1, 1964 for use in fiscal year 1965.

Accordingly, the Civil Aeronautics Board hereby amends Part 288 of its Economic Regulations (14 CFR Part 288) effective July 1, 1964, as follows:

In § 288.7(a), subparagraphs (5) and (6) are redesignated as subparagraphs (6) and (7), respectively, and new subparagraph (5) is added to read:

§ 288.7 Reasonable level of compensation.

* * * * *

(a) * * *

(5) For services performed on and after July 1, 1964, other than services specified in subparagraphs (6) and (7) of this paragraph:

(i) All round trips on which passengers are carried on at least one segment thereof—2.55 cents per passenger-mile.

(ii) Round-trip cargo services—10.5 cents per cargo ton-mile.

(iii) One-way passenger and mixed passenger-cargo services—4.2 cents per passenger-mile.

(iv) One-way cargo services—19.0 cents per cargo ton-mile: *Provided,* That, subject to the provisions of paragraph (b) of this section, the minimum rates specified above shall not be applicable to the passengers or cargo carried on a particular trip in excess of the amount that the contract calls for MATS to supply and the carrier to provide space.

* * * * *

(Secs. 204(a), 407, and 416 of the Federal Aviation Act of 1958; 72 Stat. 743, 766, 771; 49 U.S.C. 1324, 1377, 1386)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 64-3982; Filed, Apr. 21, 1964; 8:50 a.m.]

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[1] We have, however, in ER-401 prescribed higher minimum rates in certain geographical areas where piston aircraft are used exclusively.

[Order No. E-20716]

PART 295—TRANSATLANTIC SUPPLEMENTAL AIR TRANSPORTATION

Stay of Effectiveness

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 17th day of April 1964.

Petitions for reconsideration have been filed herein seeking, inter alia, modification of the Board's decision of February 24, 1964 (Orders E-20530 and 20531), awarding certificate authority to Capitol Airways and Saturn Airways. It appearing to the Board that it cannot finally dispose of these petitions prior to April 18, 1964, the date presently fixed for making Capitol's and Saturn's certificates effective;

It is therefore ordered, That the effectiveness of the certificates of public convenience and necessity issued to Capitol Airways, Inc., and Saturn Airways, Inc., by Order E-20530 and of Part 295 of the Board's Economic Regulations (29 F.R. 3151) issued by Order E-20531 be and they hereby are stayed to and including April 30, 1964.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 64-3981; Filed, Apr. 21, 1964; 9:00 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 4008; Amdt. 718]

PART 507—AIRWORTHINESS DIRECTIVES

de Havilland Model DHC-2 "Beaver" Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring inspection of the aileron mass balance weight arm and replacement if cracks or corrosion are found on de Havilland Model DHC-2 "Beaver" aircraft was published in 29 F.R. 2609.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489),

§ 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

DE HAVILLAND. Applies to all Model DHC-2 "Beaver" aircraft.

Compliance required as indicated.

As a result of cracks and corrosion found on the aileron mass balance weight arm C2WA151 and C2WA152 or C2WA127 and C2WA128, accomplish the following inspection within 25 hours' time in service after the effective date of this AD, unless already accomplished within the last 475 hours' time in service, and thereafter within 500 hours' time in service from the last inspection.

(a) Inspect the aileron mass balance weight arm on each aileron for cracks and corrosion, particularly around welds, using a dye penetrant and a 10-power magnifying glass, or an FAA-approved equivalent inspection. Prior to inspection, remove all paint (using a paint solvent which will not have a deleterious effect upon the base metal), grease and dirt from all surfaces involved.

(b) If cracks or corrosion are found, replace the part with a new part of the same part number, or an equivalent, approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region, or make a repair approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region. This is to be accomplished before further flight, except that one flight may be made in accordance with the provisions of CAR 1.76 for the purpose of obtaining these repairs.

(de Havilland Engineering Bulletin Series "B", No. 17, dated November 20, 1959, available from de Havilland Aircraft of Canada, Ltd., Toronto, Canada, covers this same subject.)

This amendment shall become effective May 22, 1964.

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

Issued in Washington, D.C., on April 15, 1964.

W. LLOYD LANE,
Acting Director,
Flight Standards Service.

[F.R. Doc. 64-3916; Filed, Apr. 21, 1964; 8:46 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket No. C-730]

PART 13—PROHIBITED TRADE PRACTICES

Earl H. Anderson and Free School

Subpart—Advertising falsely or misleadingly: § 13.15 *Business status, advantages, or connections;* § 13.15-270 *Size and extent;* § 13.75 *Free goods or services;* § 13.100 *Individual attention;* § 13.125 *Limited offers or supply;* § 13.205 *Scientific or other relevant facts;* § 13.260 *Terms and conditions;* § 13.280 *Unique nature or advantages.* Subpart—Misrepresenting oneself and goods—Goods: § 13.1747 *Special or limited offers.* Subpart—Using misleading name—Vendor: § 13.2430 *Non-profit character.*

(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, Earl H. Anderson doing business as The Free School, Kokomo, Ind., Docket C-730, Mar. 27, 1964]

In the Matter of Earl H. Anderson, an Individual, Doing Business as The Free School

Consent order requiring a Kokomo, Ind., seller of civil service correspondence courses to cease representing falsely, by use of his trade name and in promotional material and newspaper and magazine advertising, that his courses were free of charge; that purchasers did not have to pay for them until they had civil service positions; that his courses were different from others and were tailored to individual needs; and that his school was the largest of its kind in the United States; and to cease representing falsely through his salesmen that the enrollment fee merely covered the cost of handling and postage, that questions in the course were identical to those in civil service examinations, and that the school enrolled only two or three students in a particular area.

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

It is ordered, That respondent Earl H. Anderson, individually and trading as The Free School, or under any other name, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of correspondence courses of instruction or other products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using the word "Free" as a part of respondent's business or trade name.

2. Representing, directly or by implication, that:

(a) His courses of instruction are given free of charge or without cost, or that the enrollment price charged is limited to the cost of postage or handling; or misrepresenting in any other manner the purpose or the amount of the initial fee charged purchasers of his course of instruction.

(b) Purchasers of respondent's courses of instruction do not have to pay for them until they have secured a civil service position.

(c) The principles of The Free School are different from those of other correspondence schools, or that its courses of instruction are tailored to meet the individual needs of students preparing for civil service examinations.

(d) Respondent's school is the largest school of its kind or the largest school for civil service instructions in the United States; or misrepresenting in any other manner the size of respondent's enterprise.

(e) The questions included in said courses are identical with those which will appear in the Civil Service examination for which the course is alleged to prepare the purchasers.

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: March 27, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 64-3923; Filed, Apr. 21, 1964; 8:47 a.m.]

[Docket No. C-731]

PART 13—PROHIBITED TRADE PRACTICES

Geriatric Research, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.15 *Business status, advantages, or connections;* § 13.15-195 *Nature;* § 13.15-235 *Producer status of dealer or seller;* § 13.15-235(k) *Laboratory;* § 13.90 *History of product or offering;* § 13.170 *Qualities or properties of product or service;* § 13.170-52 *Medicinal, therapeutic, healthful, etc.* Subpart—Neglecting, unfairly, or deceptively, to make material disclosure: § 13.1895 *Scientific or other relevant facts.* Subpart—Using misleading name—Goods: § 13.2325 *Qualities or properties.* Subpart—Using misleading name—Vendor: § 13.2410 *Individual or private business being educational, religious or research institution or organization;* § 13.2445 *Producer or laboratory status of seller.*

(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, Geriatric Research, Inc., et al., Chicago, Ill., Docket C-731, Mar. 27, 1964]

In the Matter of Geriatric Research, Inc., a Corporation, and Fred M. Friedlob, Individually and as an Officer of Said Corporation, and Olian & Bronner, Inc., a Corporation, and Maurice H. Bronner, Individually and as an Officer of Both Corporations

Consent order requiring Chicago distributors of a drug preparation and their advertising agency to cease representing falsely in newspaper advertising, by radio and television and otherwise, that their "Over-Fifty Capsulets" were a new discovery, and were of benefit in the prevention of colds, influenza, and other infections; to cease representing that they were of benefit in the treatment and relief of tiredness, nervousness, depression and other similar symptoms unless it was made clear that effectiveness of the preparation was limited to cases of vitamin deficiency, that the named symptoms generally had other causes, and that in persons over 50 there was no special need for any such preparation; and to cease representing falsely, through use of such words as "Geriatric", "Research" or "Laboratories" as part of their trade name, that they were engaged in research or operated a laboraory or were engaged in selling preparations to benefit persons of advanced years.

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

It is ordered, That respondents Geriatric Research, Inc., a corporation trad-

ing as Geriatric Pharmaceuticals, Inc., Geriatric Products, Inc., Geriatric Research Laboratories, or as Geriatric Research Laboratories, Inc., or under any other trade name or names, and its officers, and Fred M. Friedlob, individually and as an officer of said corporation, and Olian & Bronner, Inc., a corporation, and its officers, and Maurice H. Bronner, individually and as an officer of both 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 "Over-Fifty Capsulets" or any other preparation of substantially similar composition, or possessing substantially similar properties, under whatever name or names sold, do forthwith cease and desist from:

1. Disseminating, or causing the dissemination of any advertisement, directly or indirectly, by means of the United States mails or by any other means in commerce, as "commerce" is defined in the Federal Trade Commission Act, which represents directly or by implication:

(a) That said preparation is a new medical or scientific discovery or achievement;

(b) That the use of said preparation will be of benefit in the prevention of influenza, colds or other infections;

(c) That the use of said preparation, will be of benefit in the treatment or relief of the symptoms of tiredness, nervousness, restlessness, listlessness, worry, irritability, tension, depression, lack of pep or energy, loss of vigor or vitality, or lack of altertness, unless such advertisement expressly limits the effectiveness of the preparation to those persons whose symptoms are due to a deficiency of Vitamin B-1 (Thiamin), Vitamin B-2 (Riboflavin), Vitamin C (Ascorbic Acid), or Niacinamide, and further, unless such advertising clearly and conspicuously reveals the facts that in the great majority of persons, or of any age, sex, or other group or class thereof, who experience such symptoms, these symptoms are caused by conditions other than those which may respond to treatment by the use of the preparation, and that in such persons the preparation will not be of benefit;

(d) That the ingredients in said preparation other than Vitamin B-1 (Thiamin), Vitamin B-2 (Riboflavin), Vitamin C (Ascorbic Acid), or Niacinamide will be of benefit in the treatment or relief of tiredness, nervousness, restlessness, listlessness, worry, irritability, tension, depression, lack of pep or energy, loss of vigor or vitality, or lack of alertness.

2. Disseminating, or causing to be disseminated, directly or indirectly, by means of the United States mails or by any other means in commerce, as "commerce" is defined in the Federal Trade Commission Act, any advertisement in which the words "Over-Fifty" or any other words of similar import, are used as a part of any name under which respondents do business or as a part of the name of any such preparation, unless respondents clearly and conspicuously state, in immediate conjunction with such words, that in persons over 50 years of age, there is no special need for any such preparation.

3. Disseminating, or causing to be disseminated, directly or indirectly, by means of the United States mails or by any other means in commerce, as "commerce" is defined in the Federal Trade Commission Act, any advertisement in which the words "Geriatric", "Research", or "Laboratories", singly or in combination, or any other words of similar import, are used as a part of any name under which respondents Geriatric Research, Inc., Fred M. Friedlob or Maurice H. Bronner do business, or which represents in any manner, directly or indirectly, that said respondents are engaged in research in that field of medicine which is concerned with old age or its diseases, or in research of any kind, or that said respondents operate a laboratory in connection with their business, or that said respondents are engaged in the business of formulating or selling preparations to prevent, treat or cure diseases peculiar to persons of advanced years or the symptoms thereof.

4. Disseminating, or causing to be disseminated, directly or indirectly, by any means, for the purpose of inducing, or which is likely to induce, directly or indirectly, the purchase of any such preparation, in commerce, as "commerce" is defined in the Federal Trade Commission Act, any advertisement which contains any of the representations prohibited in paragraph 1, 2 or 3 hereof or which fails to comply with any of the affirmative requirements of Paragraphs 1 and 2 hereof.

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: March 27, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary*.

[F.R. Doc. 64-3924; Filed, Apr. 21, 1964; 8:47 a.m.]

[Docket No. 8573]

PART 13—PROHIBITED TRADE PRACTICES

W.M.R. Watch Case Corp., et al.

Subpart—Advertising falsely or misleadingly: § 13.170 *Qualities or properties of product or service;* § 13.170-96 *Waterproof, waterproofing, water-repellent.* Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception.* Subpart—Misbranding or mislabeling: § 13.1290 *Qualities or properties.* Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1845 *Composition;* § 13.1900 *Source or origin;* § 13.1900-30 *Foreign in general.*

(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, W.M.R. Watch Case Corp., et al., New York, N.Y., Docket 8573, Mar. 25, 1964]

In the Matter of WMR Watch Case Corp., a Corporation and Sheldon Parker, Individually and as an Officer of Said Corporation, and Sophia K. Cohen Huff, and Sheldon Parker, Co-Partners Trading as WMR Watch Case Company

Order requiring New York City distributors of watch cases to watch makers, assemblers of watches and wholesalers of watch makers' supplies, to cease selling watch cases and bezels made of base metal treated to simulate precious metal or stainless steel, or treated with an unsubstantial flashing of precious metal, without conspicuously disclosing the true metal composition; advertising and branding watch cases falsely as "water resistant"; selling watch cases from Hong Kong—many housing movements from Switzerland with the dials marked "Swiss"—without conspicuous disclosure of their foreign origin.

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

It is ordered, That respondent WMR Watch Case Corp., a corporation, and its officers, and respondents Sheldon Parker, individually and as an officer of said corporation, and Sheldon Parker, a copartner trading as WMR Watch Case Company 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 or distribution of watch cases, or any other merchandise, in commerce as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Offering for sale or selling watch cases—

(a) Which are in whole or in part composed of base metal that has been treated to simulate precious metal or stainless steel, or

(b) Which are in whole or in part composed of base metal that has been treated with an electrolytically applied flashing or coating of precious metal of less than 1½ of one thousandths of an inch over all exposed surfaces after completion of all finishing operations,

without clearly and conspicuously disclosing on such cases or parts the true metal composition in a form consistent with the Trade Practice Conference Rules for the Watch Industry (set forth in the Code of Federal Regulations, Title 16, Chapter I, Part 170).

2. Offering for sale or selling watch cases which are in whole or in part of foreign origin without affirmatively disclosing the country or place of foreign origin thereof on the exterior thereof on an exposed surface or on a label or tag affixed thereto of such degree of permanency as to remain thereon until consummation of consumer sale of the completed watches and of such conspicuousness as likely to be observed and read by purchasers and prospective purchasers of the completed watches.

3. Representing, directly or by implication, that their watch cases are "water resistant", it being understood that respondents may successfully defend the use of such representation with respect to any watch case or watch, the case of which respondents can show will provide protection against water or moisture to the extent of meeting the test designated Test No. 2 of the Trade Practice Conference Rules for the Watch Industry, as set forth in the Code of Federal Regulations, Title 16, Chapter I, § 170.2(c) (16 CFR 170.2(c)).

4. Supplying to, or placing in the hands of, any dealer or other purchaser means or instrumentalities by or through which he may deceive and mislead the purchasing public in respect to practices prohibited in paragraphs one through three 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: March 24, 1964.

By the Commission.

[SEAL] JOSEPH W. SHEA, *Secretary*.

[F.R. Doc. 64-3925; Filed, Apr. 21, 1964; 8:47 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER A—GENERAL

PART 8—COLOR ADDITIVES

Subpart F—Listing of Color Additives for Drug Use Exempt From Certification

β-CAROTENE; CONFIRMATION OF EFFECTIVE DATE; DELETION FROM PROVISIONAL LISTINGS

1. Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 706 (b)(1), (c)(2), 74 Stat. 399, 402; 21 U.S.C. 376 (b)(1), (c)(2)) and in accordance with the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), notice is given that no objections were filed to the order published in the FEDERAL REGISTER of March 5, 1964 (29 F.R. 3003), with reference to the color additive β-carotene. Accordingly, the amendments promulgated by that order will become effective May 4, 1964.

2. Effective May 4, 1964, § 8.501 *Provisional lists for color additives* is amended by deleting from paragraph (f) the item "Carotene, natural and synthetic."

(Sec. 706 (b)(1), (c)(2), 74 Stat. 399, 402; 21 U.S.C. 376 (b)(1), (c)(2))

Dated: April 16, 1964.

JOHN L. HARVEY,
Deputy Commissioner of Food and Drugs.

[F.R. Doc. 64-3967; Filed, Apr. 21, 1964; 8:49 a.m.]

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 17—BAKERY PRODUCTS; DEFINITIONS AND STANDARDS OF IDENTITY

Optional Use of Wheat Gluten

In the matter of amending the definitions and standards of identity for bakery products to provide for the optional use of suitable wheat gluten in bread, enriched bread, milk bread, raisin bread, and whole wheat bread, baked in loaf form:

After consideration of the information furnished by the petitioner and that submitted in response to the invitation for comments published in the FEDERAL REGISTER of February 20, 1964 (29 F.R. 2609), together with other relevant information, it is concluded that it will promote honesty and fair dealing in the interest of consumers to amend the definitions and standards of identity for bakery products as hereinafter set out. Accordingly, pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055 as amended 70 Stat. 919; 21 U.S.C. 341, 371) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR 2.90; 29 F.R. 471); *It is ordered:*

A. That the standards of identity for white bread, enriched bread, and milk bread (21 CFR 17.1, 17.2, 17.3) be amended as follows:

§ 17.1 [Amended]

1. Section 17.1 *Bread, white bread, and rolls, white rolls* * * * is amended as follows:

a. The introduction to paragraph (a) is amended by deleting from the fourth sentence the clause "if the food is baked in the form of rolls or buns" and by inserting the word "gluten" following "optional." As amended, the fourth sentence reads: "Each of such foods is seasoned with salt, and in its preparation one or more of the optional ingredients specified in this paragraph and the optional gluten ingredient specified in paragraph (b)(2) of this section may be used:".

b. Paragraph (b)(2) is amended by changing the first sentence to read: "The optional gluten ingredient referred to in paragraph (a) of this section is suitable wheat gluten in such quantity that for each 100 parts by weight of flour used the added gluten does not exceed 2 parts for dough used to make loaves and does not exceed 4 parts for dough used to make rolls or buns."

2. Section 17.2(b)(2) is amended to read:

§ 17.2 Enriched bread and enriched rolls or enriched buns; identity; label statement of optional ingredients.

* * * * *

(b) * * *

(2) The optional gluten ingredient described in § 17.1(b)(2) may be added in such quantity that for each 100 parts by weight of flour used the added gluten does not exceed 2 parts for dough used to make loaves and does not exceed 4 parts for dough used to make rolls or buns.

§ 17.3 [Amended]

3. In § 17.3 *Milk bread and milk rolls* * * *, paragraph (a) is amended by changing the introduction to the paragraph to read: "Each of the foods milk bread, milk rolls, milk buns conforms to the definition and standard of identity, and is subject to the requirements for label statement of optional ingredients, prescribed for bread and rolls or buns by § 17.1 (a), (b)(2), and (c), except that:".

B. The notice of proposed rule making in the above-identified matter did not propose that the standards of identity for raisin bread and whole wheat bread be amended. The standard for raisin bread in the form of loaves and rolls or buns already permits the use of suitable wheat gluten. The standard for whole wheat bread limits the farinaceous ingredients to whole wheat flour and does not provide for adding wheat gluten. Because cross-references to § 17.1 (amendment 1) are used in the standards for raisin bread and whole wheat bread, in order to avoid substantive changes in these standards they are amended as follows:

4. Section 17.4(a)(6) is revised to read:

§ 17.4 Raisin bread and raisin rolls or raisin buns; identity; label statement of optional ingredients.

(a) * * *

(6) The optional gluten ingredient described in § 17.1(b)(2) may be added in such quantity that for each 100 parts by weight of flour used the added gluten does not exceed 4 parts for dough used to make loaves, rolls, or buns.

5. Section 17.5(a)(1) is amended to read:

§ 17.5 Whole wheat bread, graham bread, entire wheat bread, and whole wheat rolls, graham rolls, entire wheat rolls, or whole wheat buns, graham buns, entire wheat buns; identity; label statement of optional ingredients.

(a) * * *

(1) The dough is made from whole wheat flour, and no flour or gluten in-

gredient as described in § 17.1(b)(2) is used therein.

Any person who will be adversely affected by the foregoing order may at any time within 30 days following the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing, and such objections must be supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective 60 days from the date of its publication in the FEDERAL REGISTER, except as to any provisions that may be stayed by the filing of proper objections. Notice of the filing of objections or lack thereof will be announced by publication in the FEDERAL REGISTER.

(Secs. 401, 701, 52 Stat. 1046, 1055 as amended 70 Stat. 919; 21 U.S.C. 341, 371)

Dated: April 16, 1964.

JOHN L. HARVEY,
Deputy Commissioner of Food and Drugs.

[F.R. Doc. 64-3968; Filed, Apr. 21, 1964; 8:49 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

ETHYL CELLULOSE

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition (FAP 1346) filed by Fritzsche Brothers, Inc., 76 Ninth Avenue, New York 11, N.Y., and other relevant material, has concluded that an amendment to § 121.1087 should issue to prescribe the use of ethyl cellulose as a fixative in flavor compounds. Therefore pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), § 121.1087(b) is amended by inserting therein a new subparagraph (3), reading as follows:

§ 121.1087 Ethyl cellulose.

* * * * *

(b) * * *

(3) As a fixative in flavoring compounds.

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

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

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

Dated: April 16, 1964.

JOHN L. HARVEY,
Deputy Commissioner of Food and Drugs.

[F.R. Doc. 64-3969; Filed, Apr. 21, 1964; 8:50 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Research Service

[9 CFR Part 155]

INSPECTION AND CERTIFICATION OF PRODUCTS FOR DOGS, CATS, AND OTHER CARNIVORA

Notice of Proposed Rule Making

Notice is hereby given in accordance with section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that the Department of Agriculture, pursuant to the provisions of sections 203 and 205 of the Agricultural Marketing Act of 1946, as amended (7 U.S.C. 1622, 1624), proposes to amend the regulations for inspection and certification of products for dogs, cats, and other carnivora (9 CFR Part 155) in the following respects:

1. Subparagraphs (1) and (2) of paragraph (a) of § 155.29 would be amended to read:

§ 155.29 Composition of certified product for dogs, cats, and other carnivora.

(a) *Composition of canned or semi-moist certified maintenance food.* (1) Only ingredients which are normal to canned or semi-moist food for dogs, cats, and other carnivora, which are favorable to adequate nutrition, and which are classed by the Director of the Division as conforming with requirements contained in this part shall be used in the preparation of certified maintenance food.

(2) Not less than 30 percent of meat or animal food meat by-product or both, or of horse meat or animal food horse meat by-product or both, or of mule meat or animal food mule meat by-product or both, shall be used in the preparation of canned or semi-moist certified maintenance food. Upon specific approval of the Director of the Division, combinations of the above specified ingredients may be used. The uncooked weight of the meat or animal food meat by-product or both, or of the horse meat or animal food horse meat by-product or both, or of the mule meat or animal food mule meat by-product or both, or combinations thereof, shall be used in the calculation, and the percentage shall be obtained by relating this weight to the total weight of the certified maintenance food.

* * * * *

2. Subparagraphs (3), (4), (5) and (6) of paragraph (a) of § 155.29 would be amended by adding the word "certified" before the word "maintenance" wherever the latter occurs in those subparagraphs.

3. A new subparagraph (7) would be added to paragraph (a) of § 155.29 reading: Semi-moist certified maintenance food has a soft granular consistency, is shelf stable and has a moisture content not exceeding 27 percent.

4. Section 155.32 would be amended by adding the words "and certified" before the word "product" in the first paragraph of that section.

5. Subparagraphs (1) and (4) of paragraph (a) of § 155.32 would be amended to read:

§ 155.32 Labeling required.

(a) * * *

(1) The name of the canned or semi-moist certified food shall include words such as "dog food," "cat food," "dog and cat food," or "fox food," accompanied with such references to optional ingredients as may be required by the Director of the Division under this part. Product names shall not be misleading in regard to class of canned or semi-moist certified food for which label is intended.

* * * * *

(4) The inspection legend for canned, semi-moist or frozen certified animal food shall appear on the label in the form shown herewith, except that the plant number need not appear with the legend when such number is embossed on the sealed metal container as provided in § 155.33.

* * * * *

The proposed amendments would broaden the coverage of the program by including the animal foods known generally in the trade as "semi-moist." These would be processed to reduce the moisture content to 27 percent or less and they would be shelf stable. They would meet the nutritional requirements which have been applied to canned certified maintenance foods.

Any person who wishes to submit written data, views, or arguments concerning the proposed amendments may do so by filing them with the Director, Meat Inspection Division, Agricultural Research Service, U.S. Department of Agriculture, Washington, D.C., 20250, within 30 days after the date of publication of this notice in the FEDERAL REGISTER.

Done at Washington, D.C., this 17th day of April 1964.

M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 64-3980; Filed, Apr. 21, 1964; 8:52 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 121]

FOOD ADDITIVES

Rosins and Rosin Derivatives; Proposed Amendments

Correction

In F.R. Doc. 64-3779, appearing at page 5278 of the issue for Friday, April 17, the following correction is made in the proposed amendment of Table 1 of § 121.2550(b)(5): In the Limitations column, the entry should open with the words "As defined in § 121.2514(b)(3)(v) for use only * * *" instead of with the words "As defined in § 121. use only * * *".

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 64-WA-9]

POSITIVE CONTROL AREAS

Alteration of Proposed Alteration

In a Notice of proposed rule making published in the FEDERAL REGISTER on March 28, 1964 (29 F.R. 4100), it was stated that the Federal Aviation Agency (FAA) proposed lowering the floor of positive control area from flight level 240 to 18,000 feet MSL within an area that would generally coincide with the high altitude boundaries of the following air route traffic control centers: Oakland, Los Angeles, Salt Lake City, Denver, Kansas City, Chicago, Indianapolis, Detroit, Cleveland, New York and Washington. A portion of the area in which it was proposed to lower the floor of positive control area was described as follows:

Latitude 41°01'20" N., longitude 71°50'45" W.; thence south via a line three nautical miles from the mainland to latitude 33°58'30" N., longitude 77°50'00" W.; thence to latitude 34°00'00" N., longitude 78°07'00" W; thence to latitude 34°12'00" N., longitude 78°17'00" W.; thence to latitude 34°21'00" N., longitude 79°17'00" W.; thence to latitude 34°31'00" N., longitude 79°30'00" W.; thence to latitude 34°33'00" N., longitude 79°43'20" W.; thence to latitude 34°51'00" N., longitude 79°55'00" W.; thence to latitude 34°52'00" N., longitude 80°10'20" W.; thence to latitude 35°01'45" N., longitude 80°02'00" W.; thence to latitude 35°47'20" N., longitude 79°31'00" W.; thence to latitude 36°19'00" N., longitude 79°16'00" W.; thence to latitude 36°29'30" N., longitude 79°26'30" W.; thence to latitude 36°35'30" N., longitude 79°32'50" W.; thence to latitude 37°00'20" N., longitude 80°27'40" W.; thence counterclockwise along a 15-statute-mile arc centered on latitude 37°05'16" N., longitude 80°42'33" W.; thence to latitude 37°18'15" N., longitude 80°44'45" W.; thence to latitude 36°34'00" N., longitude 84°01'00" W.; thence to latitude 36°30'00" N., longitude 84°45'00" W.; thence to latitude 36°11'00" N., longitude 85°17'00" W.; thence to latitude 36°54'00" N., longitude 85°34'00" W.; thence to latitude 37°18'00" N., longitude 86°09'00" W.

Since publication of the notice, it has been determined that effective April 28, 1964, minor changes will be made to the southern boundaries of the Washington and Indianapolis Air Route Traffic Control Center areas, with a corresponding change in the area wherein the floor of positive control would be lowered. Therefore, in lieu of the partial description listed in the foregoing, the following is substituted therefor:

Latitude 41°01'20" N., longitude 71°50'45" W.; thence south via a line three nautical miles from the mainland to latitude 33°47'05" N., longitude 77°52'05" W.; thence to latitude 34°26'40" N., longitude 78°45'00" W.; thence to latitude 34°25'30" N., longitude 79°20'00" W.; thence to latitude 34°51'00" N., longitude 79°55'00" W.; thence to latitude 34°52'00" N., longitude 80°10'20" W.; thence to latitude 35°47'20" N., longitude 79°31'00" W.; thence to latitude 36°19'00" N., longitude 79°16'00" W.; thence to latitude 37°00'00" N., longitude 80°25'10" W.; thence to latitude 37°12'15" N., longitude 80°25'45" W.; thence to latitude 37°16'00" N., longitude 80°53'00" W.; thence to latitude 37°11'30" N., longitude 81°09'00" W.; thence to latitude 36°34'00" N., longitude 84°01'00" W.; thence to latitude 36°30'00" N., longitude 84°45'00" W.; thence to latitude 36°12'30" N., longitude 85°10'30" W.; thence to latitude 36°11'00" N., longitude 85°24'00" W.; thence to latitude 36°54'00" N., longitude 85°35'00" W.; thence to latitude 37°18'00" N., longitude 86°09'00" W.

In addition, a coordinate of the Denver/Kansas City area was incorrectly listed as "latitude 36°33'00" N., longitude 100°04'30" W." This is corrected herein to "latitude 36°33'00" N., longitude 101°04'30" W."

The time within which comments will be received for consideration on the original notice expires on May 7, 1964. Since the alteration proposed herein is minor in nature, the time within which comments will be received for consideration on Airspace Docket No. 64-WA-9 will be retained. Communications should be submitted in triplicate to the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C., 20553.

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3917; Filed, Apr. 21, 1964; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-CE-140]

CONTROL ZONE AND TRANSITION AREA

Proposed Designation and Alteration

Notice is hereby given that the Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structure requirements in the Fort Leonard Wood, Mo., area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace actions:

1. Designate the Fort Leonard Wood control zone as that airspace within a 4-mile radius of the Forney AAF (latitude 37°44'00" N., longitude 92°09'00" W.) and within 2 miles each side of the Forney AAF VOR 323° True radial extending from the 4-mile radius zone to 8 miles northwest of the VOR and within 2 miles each side of the 148° True bearing from the Forney AAF radio beacon extending from the 4-mile radius zone to 8 miles southeast of the radio beacon. This would provide protection for aircraft executing prescribed instrument approach and departure procedures at the Forney Army Air Field. Communications within the proposed control zone would be provided by the Forne AAF control tower. Weather service would be provided by the United States Army.

2. Designate the Fort Leonard Wood transition area. The proposed transition area would be designated as that airspace extending upward from 700 feet above the surface within a 6-mile radius of Forney AAF (latitude 37°44'00" N., longitude 92°09'00" W.); within 8 miles east and 5 miles west of the 148° bearing from the Forney AAF radio beacon extending from the radio beacon to 12 miles southeast; within 8 miles west and 5 miles east of the Forney AAF VOR 323° True radial extending from the VOR to 12 miles northwest; and that airspace extending upward from 1,200 feet above the surface within 5 miles each side of the following direct radials: Maples, Mo., VOR to Forney AAF VOR, Maples VOR to Forney radio beacon, Vichy, Mo., VORTAC to Forney VOR, Vichy VORTAC to Forney radio beacon, excluding the portion within the Vichy transition area.

This would provide protection for aircraft transitioning from the Vichy VORTAC and the Maples VOR to the Forney AAF and would provide protection for aircraft executing prescribed instrument approach and departure procedures at Forney AAF. Communications service within the proposed transition area would be provided by remote air/ground facilities of the St. Louis Air Route Traffic Control Center. The Maples, Mo., transition area would be altered to exclude the airspace within the Ft. Leonard Wood transition area herein proposed.

The floors of the airways which traverse the transition area proposed herein would automatically assume a floor coincident with the floors of the transition area.

Certain minor revisions to prescribed instrument procedures would be affected in conjunction with the actions proposed herein, but operational complexities would not be increased nor would aircraft performance characteristics or present landing minimums be adversely affected.

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Airspace Utilization Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City, Mo., 64110. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C., 20553. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3918; Filed, Apr. 21, 1964; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-WE-5]

CONTROL ZONES, CONTROL AREA EXTENSIONS, AND TRANSITION AREAS

Proposed Alteration, Designation and Revocation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The following controlled airspace is presently designated within the Phoenix, Ariz., terminal area:

1. The Phoenix (Sky Harbor Airport) control zone is designated within a 5-mile radius of Sky Harbor Airport, Phoenix, Ariz., and within 2 miles either side of the Phoenix VORTAC 270° True radial, extending from the 5-mile radius zone to the VORTAC.

2. The Phoenix (Luke AFB) control zone is designated within a 5-mile radius of Luke AFB.

3. The Chandler, Ariz., control zone is designated within a 5-mile radius of Williams AFB, Chandler, Ariz., and within 2 miles either side of the 115° True bearing from the AFB, extending from the 5-mile radius zone to the Chandler radio beacon.

4. The Phoenix control area extension is designated as that airspace northeast of Phoenix, bounded on the northeast by an arc of a 50-mile radius circle cen-

tered on the Phoenix VORTAC extending clockwise from Victor 95 west alternate to a point 8 miles south of the Phoenix VORTAC 066° True radial, on the southeast and east by a line 8 miles south of and parallel to the Phoenix VORTAC 066° True radial extending from the 50-mile radius arc to longitude 111°27'00" W., thence via longitude 111°27'00" W. to the Williams, Ariz., control area extension, on the south by the north boundary of the Williams control area extension, and on the west by Victor 16 and Victor 95W; the airspace southwest of Phoenix bounded on the north and east by Victor 16, on the south by Victor 94 and on the west by Victor 461; and the airspace northwest of Phoenix bounded on the north by latitude 34°00'00" N., on the east by Victor 95W, on the south by Victor 16, and on the west by longitude 112°50'00 W.

5. The Williams, Ariz., control area extension is designated as that airspace bounded on the north by latitude 33°22'00" N., on the northeast and southeast by a line from latitude 33°22'00" N., longitude 111°13'00" W., to latitude 32°56'00" N., longitude 110°31'00" W., thence through latitude 32°42'00" N., longitude 110°42'00" W., to the north boundary of Victor 94, on the south by Victor 94, and on the west by Victor 16.

6. The Buckeye, Ariz., transition area is designated as that airspace extending upward from 1,200 feet above the surface within 10 miles south and 7 miles north of the Buckeye VOR 096° and 276° True radials, extending from 9 miles east to 20 miles west of the VOR.

7. The Casa Grande, Ariz., transition area is designated as that airspace extending upward from 1,200 feet above the surface within 10 miles southwest and 7 miles northeast of the Casa Grande VOR 158° and 338° True radials, extending from 9 miles northwest to 20 miles southeast of the VOR.

8. The Gila Bend, Ariz., transition area is designated as that airspace extending upward from 1,200 feet above the surface within 10 miles north and 7 miles south of the Gila Bend VORTAC 262° and 082° True radials, extending from 9 miles east to 20 miles west of the VORTAC, excluding the portions within R-2301 and R-2305.

The FAA, having completed a comprehensive review of the terminal airspace structure requirements in the Phoenix area, including studies attendant to the implementation of the provisions of CAR Amendments 60-21/60-29, has under consideration the following airspace actions:

1. Alter the Phoenix (Sky Harbor Airport) control zone by redesignating it as that airspace within a 5-mile radius of Sky Harbor Airport (latitude 33°26'10" N., longitude 112°00'45" W.), and within 2 miles each side of the Phoenix VORTAC 090° and 270° True radials, extending from the 5-mile radius zone to 2 miles east and 13 miles west of the VORTAC.

2. Alter the Chandler control zone by redesignating it as that airspace within a 5-mile radius of Williams AFB (latitude 33°18'25" N., longitude 111°39'35" W.); within 2 miles each side of the Chandler TACAN 117° True radial, extending from the 5-mile radius zone to 8 miles southeast of the TACAN, and within 2 miles each side of the Chandler TACAN 141° True radial, extending from the 5-mile radius zone to 9 miles southeast of the TACAN. This control zone would be effective from 0700 to 1700 hours, local time, Monday through Friday, excluding Federal legal holidays.

3. Alter the Phoenix (Luke AFB) control zone by redesignating it as that airspace within a 5-mile radius of Luke AFB (latitude 33°32'05" N., longitude 112°22'55" W.); within 2 miles each side of the 178° True bearing from the Luke radio beacon, extending from the 5-mile radius zone to 2 miles south of the radio beacon, and within 2 miles each side of the Luke TACAN 056° True radial, extending from the 5-mile radius zone to 9 miles northeast of the TACAN.

4. Designate the Phoenix (NAF Litchfield Park) control zone as that airspace within a 4-mile radius of NAF Litchfield Park (latitude 33°25'25" N., longitude 112°22'30" W.), from 0600 to 1800 hours, local time, daily. The portion within the Phoenix (Luke AFB) control zone is excluded.

5. Revoke the Phoenix and Williams control area extensions, the Buckeye, Casa Grande and Gila Bend transition areas and designate the Phoenix transition area as that airspace extending upward from 700 feet above the surface within an 8-mile radius of the Sky Harbor Airport (latitude 33°26'10" N., longitude 112°00'45" W.); within 2 miles each side of the Phoenix VORTAC 090° True radial extending from the 8-mile radius area to 8 miles east of the VORTAC; within 2 miles each side of the Phoenix VORTAC 110° True radial extending from the 8-mile radius area to 12 miles east of the VORTAC; within an 8-mile radius of Williams AFB (latitude 33°18'25" N., longitude 111°39'35" W.); within 2 miles each side of the Chandler TACAN 141° True radial, extending from the 8-mile radius area to 10 miles southeast of the TACAN and within 2 miles each side of the Chandler TACAN 123° True radial, extending from the 8-mile radius area to 9 miles southeast of the TACAN; and that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at

Latitude 34°10'00" N., longitude 112°30'00" W.; thence to latitude 34°10'00" N., longitude 111°30'00" W.; thence to latitude 34°00'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 110°52'00" W.; thence to latitude 32°33'00" N., longitude 112°00'00" W.; thence to latitude 32°51'00" N., longitude 112°30'00" W.; thence to latitude 32°51'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°00'00" W.; thence to latitude 33°19'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 113°10'00" W.; thence to latitude 34°00'00" N., longitude 112°43'00" W.; thence to point of beginning.

6. Designate the Luke AFB, Ariz., transition area as that airspace extending upward from 700 feet above the surface within 6 miles west and 7 miles east of the Luke TACAN 003° and 183° True radials, extending from 13 miles south to 8 miles north of the TACAN; within 2 miles each side of the Luke TACAN 056° True radial, extending from the TACAN to 10 miles northeast of the TACAN, and within 5 miles each side of the Phoenix VORTAC 272° True radial, extending from longitude 112°23'00" W. to longitude 112°41'30" W.

The floors of the airways which would traverse the transition areas proposed herein would automatically coincide with the floors of the transition areas.

The actions proposed herein would, in part, increase the length of the Phoenix (Sky Harbor) control zone extension from the VORTAC to 2 miles east of the VORTAC and designate a control zone extension west of Sky Harbor. The Chandler control zone would be altered by revoking the control zone extension extending from the Williams AFB to the Chandler radio beacon, which has been decommissioned; designate 2 extensions southeast of Williams AFB, based on the Chandler TACAN; and change the time of designation from full time to part time. The Phoenix (Luke AFB) control zone would be altered by the addition of an extension north of Luke based on the Luke radio beacon and an extension northeast of Luke.

The designation of a control zone at NAF Litchfield Park would provide protection for aircraft executing prescribed instrument approach and departure procedures at NAF Litchfield. The designation of control zone extensions west and east of Sky Harbor, southeast of Chandler and north and northeast of Luke AFB would provide protection for aircraft executing prescribed instrument approach, departure and radar procedures at Sky Harbor Airpark, Luke AFB and Williams AFB. The proposed Phoenix transition area, with floors of 700 feet above the surface would provide protection for aircraft executing prescribed instrument approach, departure, radar and special air traffic procedures while operating below the floor of the proposed 1,200-foot area. The portion of the transition area with a floor of 1,200 feet above the surface would provide protection for aircraft executing the higher altitude portions of the prescribed instrument approach, departure, holding, radar and jet penetration procedures within the Phoenix terminal area.

The revocation of the Phoenix control area extension and the designation of the Phoenix transition area would raise the floor of controlled airspace beyond the limits of the 700-foot areas proposed herein from 700 to 1,200 feet above the surface. The portions of controlled airspace released by the proposed action would become available for other aeronautical purposes. The portions of the controlled airspace retained would provide protection to aircraft executing prescribed holding, arrival, departure, and radar vector procedures within the Phoenix terminal area.

The Buckeye, Casa Grande and Gila Bend transition areas proposed for revocation herein would no longer be required with the designation of the proposed Phoenix transition area.

Certain minor revisions to prescribed instrument procedures would be affected in conjunction with the actions proposed herein, but operational complexities would not be increased nor would air-

craft performance or present landing minimums be adversely affected.

Specific details of the changes to procedures and minimum instrument flight rules altitudes that would be required may be examined by contacting the Chief, Air Traffic Division, Federal Aviation Agency, Western Region Area Office, P.O. Box 45018, Los Angeles, California, 90045.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Branch, Federal Aviation Agency, Western Region Area Office, P.O. Box 45018, Los Angeles, California, 90045. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Air Traffic Branch, Western Region Area Office, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C., 20553. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Branch Chief, Western Region Area Office.

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3919; Filed Apr. 21, 1964; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-WE-82]

FEDERAL AIRWAY SEGMENTS AND TRANSITION AREA

Proposed Revocation and Designation

Notice is hereby given that the Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

VOR Federal airway No. 21 west alternate is designated in part from Mormon Mesa, Nev., via Milford, Utah, and Delta, Utah, to Provo, Utah; VOR Federal airway No. 200 is designated in part from Delta, Utah, to Provo; and VOR Federal airway No. 253 is designated in part from Provo to Tooele, Utah, Intersection. The Federal Aviation Agency is considering the revocation of these airway segments.

The latest Federal Aviation Agency IFR peak day airway traffic survey for the above-mentioned segments of Victors 21 west alternate, 200 and 253 shows a maximum of two aircraft movements between any two points along these airway segments. Therefore, it appears that retention of these airway segments is unjustified as an assignment of airspace and they may be revoked.

Concurrently with the revocation of the above-mentioned airway segments, it is proposed to designate an area northwest of Provo as the Provo transition area. This would be the airspace extending upward from 1,200 feet above the surface, bounded on the northeast by a line five miles northeast of and parallel to the Provo, Utah, VOR 315° True radial, on the east by VOR Federal airway No. 21, on the south by the Provo 257° True radial and on the west by VOR Federal airway No. 257, excluding the airspace within R-6401; and that airspace southwest of Provo extending upward from 10,500 feet MSL bounded on the north by the Provo 257° True radial, on the southeast by VOR Federal airway No. 21 and on the west by VOR Federal airway No. 257. This controlled airspace would be used for transitioning aircraft arriving and departing the Salt Lake City terminal area and also would permit radar vectoring of aircraft in the area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C., 20553. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3920; Filed, Apr. 21, 1964; 8:46 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-WE-113]

FEDERAL AIRWAY SEGMENT AND CONTROL AREA EXTENSION

Proposed Revocation and Alteration

Notice is hereby given that the Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

VOR Federal airway No. 138 south alternate is designated in part from Cheyenne, Wyo., to Sidney, Nebr. The Denver, Colo., control area extension is bounded in part by Victor 138 south alternate.

The Federal Aviation Agency is considering the revocation of Victor 138 south alternate. The latest Federal Aviation Agency IFR peak day airway traffic survey for this segment of Victor 138 south alternate shows no aircraft movements between Cheyenne and Sidney. Therefore, it would appear that this airway segment is unjustified as an assignment of airspace and that it may be revoked. Concurrently, with the revocation of Victor 138 south alternate as proposed herein, it is proposed to revoke the segment of the Denver control area extension bounded on the north by Victor 138 south alternate, on the east by longitude 103°52′00″ W., on the southwest by VOR Federal airway No. 132 and on the northwest by VOR Federal airway No. 207, since there is no longer an air traffic control requirement for this portion of the control area extension.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles, Calif., 90009. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C., 20553. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at

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

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3921; Filed, Apr. 21, 1964; 8:47 a.m.]

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-SO-98]

TRANSITION AREA

Proposed Designation

Notice is hereby given that the Federal Aviation Agency (FAA) is considering an amendment to Part 71 [New] of the Federal Aviation Regulations, the substance of which is stated below.

The FAA has under consideration the designation of a transition area near Blakely, Ga. The proposed transition area would be designated to extend upward from 1,200 feet above the surface and would be bounded by a line beginning at latitude 31°47′20″ N., longitude 84°58′20″ W.; to latitude 31°41′20″ N., longitude 84°56′55″ W.; to latitude 31°37′30″ N., longitude 84°46′00″ W.; to latitude 31°16′30″ N., longitude 84°51′-30″ W.; to latitude 31°14′35″ N., longitude 85°10′45″ W.; thence counterclockwise along the arc of a 35-mile radius circle centered at latitude 31°14′55″ N., longitude 85°46′20″ W., to the east boundary of VOR airway 241; thence along the east boundary of VOR airway 241 to latitude 31°47′20″ N.; thence east along the line of latitude 31°47′20″ N., to the point of beginning.

The purpose of the proposed transition area is to provide controlled airspace for the conduct of extensive military helicopter instrument flight training from Fort Rucker, Ala. This action would facilitate the timely, efficient accomplishment of the training program and would relieve airway congestion in the vicinity. An internal route system, based on radio beacons located at Early County and Gay Farm Airports, would be set up in the transition area by the Army to accommodate the instrument training. Responsibility for air traffic control service for the training altitudes in the transition area would be delegated by the Jacksonville, Florida, Air Route Traffic Control Center to Fort Rucker Approach Control. The altitudes which will normally be used are from 2,000 feet to 5,000 feet mean sea level with an average density of eight aircraft for each 1,000 foot increment. These altitudes should be sufficient during established training periods, but additional altitudes may be used on occasion. The area would be used from 0600 until 1800 hours, local time, daily in both IFR and VFR weather conditions.

No revisions to prescribed instrument approach procedures would be required by the action proposed herein. More specific details of the instrument training program and the routes which would be used in the transition area may be examined by contacting the Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 20636, Atlanta, Ga., 30320.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 20636, Atlanta, Ga., 30320. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

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

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

Issued in Washington, D.C., on April 14, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-3922; Filed, Apr. 21, 1964; 8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 15]

[Docket No. 9288; FCC 64-315]

RESTRICTED RADIATION DEVICES

Notice of Proposed Rule Making

1. In 1938, the Commission promulgated its Low Power Rules which provided for the operation without a license of any aparatus which generated a radio frequency field not greater than 15 microvolts/meter at a distance of lambda over 2 pi ($\lambda/2\pi$)[1] subject to the overriding requirement that no interference be caused to the licensed radio services.

2. The increased use of radio facilities resulting from the accelerated developments in the radio art during the next decade made it clear that these low power rules required review. Accordingly, on April 13, 1949, the Commission issued a notice of proposed rule making, Docket No. 9288,[2] for amendment of Part 15 to limit operation of restricted radiation devices on discrete frequency bands and to specify limits and restrictions on the power and radiated field for these devices. Comments in response to the proposed rules expressed the opinion, in general, that comprehensive studies in regard to the technical and economic aspects of restricted radiation devices were necessary before any rule amendments governing this type of equipment are put into effect. After further consideration and study, the Commission issued a notice of further proposed rule making on April 14, 1954,[3] which proposed to establish categories of restricted radiation devices with appropriate limits on power or emitted field and a certification procedure.

3. On December 21, 1955, the Commission, by a First Report and Order,[4] adopted a partial amendment of Part 15. The amendment retained the general rules, heretofore in effect, applicable to the operation of restricted radiation devices and promulgated new rules specifically applicable to incidental radiation devices and radio receivers. By a Second Report and Order on July 11, 1956,[5] the Commission adopted a further revision of Part 15 and promulgated rules governing Community Antenna Television Systems. A Third Report and Order adopted by the Commission on July 18, 1957,[6] further amended Part 15 by adding rules to govern Low Power Communications Devices.

4. The remaining, still unresolved area in this proceeding deals with the conditions under which carrier current systems (including campus radio systems) should be operated. These systems are presently regulated by the general provisions in § 15.7. The problems involved in devising new regulations for such systems have not been resolved nor does a solution appear to be imminent. Moreover, the data pertaining to carrier current operations submitted in this proceeding are now out of date.

5. Having accomplished the bulk of its objective in this proceeding, and since § 15.7 appears to be reasonably satisfactory in regulating the operation of carrier current systems, the Commission is of the opinion that the proceeding in this docket should be terminated. If it should appear that further regulation of carrier current systems is required, the Commission will institute a new proceeding.

6. In view of the foregoing: *It is ordered,* That effective April 27, 1964, the

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[1] This distance is equivalent to a distance in feet equal to 157,000 divided by the frequency in kilocycles.

[2] 14 F.R. 2033.
[3] 19 F.R. 2319.
[4] 20 F.R. 10056.
[5] 21 F.R. 5366.
[6] 22 F.R. 5895.

proceeding in Docket No. 9288 is terminated.

Adopted: April 15, 1964.

Released: April 17, 1964.

FEDERAL COMMUNICATIONS COMMISSION,[1]

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

[F.R. Doc. 64-3974; Filed, Apr. 21, 1964; 8:50 a.m.]

[47 CFR Part 73]

[Docket No. 15424; FCC 64-331]

FM BROADCAST STATIONS, TABLE OF ASSIGNMENTS

Notice of Proposed Rule Making

In the matter of amendment of § 73.202, Table of Assignments, FM Broadcast Stations, (Elgin and Glen Ellyn, Ill.; Paintsville, Ky.; London, Ohio; Clarksburg and Morgantown, W. Va.; Marshfield, Merrill, Port Washington, Waupaca and Wisconsin Rapids, Wis.); Docket No. 15424, RM-567, RM-569, RM-570, RM-575.

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

2. The Commission has before it for consideration several petitions for rule making proposing amendments in the FM Table of Assignments as discussed below:

3. RM-569, Paintsville, Ky. On February 17, 1964, Big Sandy Broadcasting Company, Inc., prospective applicant for a new FM station in Paintsville, filed a petition requesting rule making so as to assign channel 249A to Paintsville. Petitioner states that the Commission, in response to comments filed by it, assigned Class C channel 255 to Paintsville, but at the same time raised the minimum power for Class C stations to 25 kilowatts. Petitioner urges that economic conditions in the market do not justify the required expenditure for a Class C station; that a Class A assignment would adequately serve the area and would be within the economic potential of the market; and that channel 249A may be assigned to Paintsville in conformance with all the rules and without adversely affecting other assignments in the table.

4. The Commission is of the view that rule making is warranted on this proposal and invites comments on the following:

City	Channel No.	
	Present	Proposed
Paintsville, Ky	255	249A

5. RM-570, Port Washington, Wis. On February 18, 1964, Great Lakes Broadcasting Corp., licensee of radio station WGLB, Port Washington, filed a petition for rule making so as to assign channel 261A to Port Washington. Petitioner submits that there are no FM channels assigned to or available to Port Washington; that it has no nighttime radio facility; and that the Port Washington population is 5.984 persons and that of the county in which it is located is 38,441. Petitioner urges that channel 261A can be assigned to Port Washington in full conformance with the rules; that sites are available from which all present spacings can be met to other assignments and stations; and that it will file an application for this assignment in the event it is finalized by the Commission.

6. The Commission is of the view that rule making should be instituted on this proposal in order that all interested parties may submit their views and relevant data. It invites comments on the following:

City	Channel No.	
	Present	Proposed
Port Washington, Wis		261A

7. RM-567 Waupaca and Wisconsin Rapids, Wis. On February 5, 1964 Laird Broadcasting, Inc., licensee of radio station WDUX, Waupaca filed a petition requesting rule making so as to assign channel 293 to Waupaca by deleting it from Wisconsin Rapids and making one other change in the Table. Laird states that Waupaca is a community of 3,984 and is located in a county with a population of 35,340 persons, that it has no FM assignment whereas Wisconsin Rapids has two FM assignments; and that no applications are pending for channel 293 at Wisconsin Rapids. Laird urges that the proposed changes are technically feasible; that they would further the purposes of section 307(b) of the Communications Act; and that an application will be filed for this assignment in the event it is adopted by the Commission.

8. The Commission is of the view that rule making should be instituted on the proposal in order that interested parties may file their comments and relevant data. It therefore invites comments on the following:

City	Channel No.	
	Present	Proposed
Menominee, Mich	292A	296A
Waupaca, Wis		293
Wisconsin Rapids, Wis.	277, 293	277

9. RM-575, London, Ohio. On February 27, 1964, Paul Dean Ford and J. T. Winchester, applicant for a new FM station on channel 269A at London, filed an application requesting rule making so as to assign channel 292A to London by making other changes in the Table of Assignments. Petitioner has filed an application under the "25 mile rule" for channel 269A, assigned to Urbana, Ohio. This application has been designated for a competitive hearing with three other applications for Urbana. Petitioner urges that the assignment of channel 292A to London, together with the other required changes, will conform to all the rules; that London is of sufficient size and importance to warrant its own FM assignment; and that a site could be used near London from which all the required spacings would be met and from which the signal required for the principal community may be placed over all of London. Since the filing of the subject petition, one of the applications for Urbana has been dismissed and negotiations are going forward on a possible merger request and the adoption of the instant request, may obviate the necessity of a comparative hearing for the parties concerned and the Commission.

10. The Commission is of the view that rule making should be instituted on the proposal in order that interested parties may submit their views and relevant data. Comments are invited on the following:

City	Channel No.	
	Present	Proposed
Circleville, Ohio	292A	285A
Columbus, Ohio	222, 234, 242, 246, 250, 259, 285A.	222, 234, 242, 246, 250, 259.
London, Ohio		292A
Middleport, Ohio	285A	221A

11. In addition to the above proposals made by interested parties we wish to make other changes in the Table of Assignments on our own motion. Channel 293 was erroneously assigned to Morgantown, West Virginia, and cannot be used there because it is short-spaced to another assignment. It may, however, be utilized at Clarksburg, West Virginia, if a site on this assignment is selected about 5 miles out of the city. Comments are therefore invited on the following proposal:

City	Channel No.	
	Present	Proposed
Clarksburg, W. Va	224A, 249A	224A, 249A, 293
Morgantown, W. Va	257A, 270, 293	257A, 270

12. Channel 300 is assigned to Marshfield, Wisconsin where it cannot be used because of a co-channel short-spacing with Cambridge, Minnesota. It is therefore proposed to substitute a Class A channel for channel 300 in Marshfield as follows:

City	Channel No.	
	Present	Proposed
Marshfield, Wis	300	224A
Merrill, Wis	224A	228A

13. Channel 280A is presently assigned to Elgin, Illinois, and channel 296A is assigned to Glen Ellyn, Illinois. On March 11, 1964 the Commission, in an order adopted March 11, 1964, deleted the authorizations for the stations on these assignments. Channel 280A is short-spaced to two existing FM stations in Chicago while channel 296A at Glen Ellyn is short spaced with one station in Chicago and a proposed assignment in the general area. It is therefore pro-

[1] Commissioner Cox concurring in the result.

posed that these assignments be deleted from the table as follows:[1]

City	Channel No.	
	Present	Proposed
Elgin, Ill	232A, 280A	232A
Glen Ellyn, Ill	296A	

14. Channels 252A and 250 were erroneously assigned to Cleveland, Mississippi and Greenville, Mississippi, respectively at a short spacing. An application has been filed for channel 252A at Cleveland. In order to correct this short spacing it is proposed to substitute another assignment for 250 at Greenville and comments are invited on the following:

[1] In a memorandum opinion and order issued October 29, 1963 (FCC 63-976), in Docket 14185, we stated that we were withholding action on several petitions for reconsideration on allocations in the Chicago area pending resolution of other relevant proceedings. The action proposed herein will be of help in this regard.

City	Channel No.	
	Present	Proposed
Canton, Miss	269A	224A
Greenville, Miss	250, 264	264, 268

15. All of the assignments proposed herein which are within 250 miles of the U.S.-Canadian border require coordination with the Canadian Government under the terms of the Canadian-United States FM Agreement of 1947 and the Working Arrangement of 1963.

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

17. Pursuant to applicable procedures set out in Section 1.415 of the Commission's rules, interested persons may file comments on or before May 18, 1964, and reply comments on or before June 1, 1964. 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.

18. 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: April 15, 1964.

Released: April 17, 1964.

FEDERAL COMMUNICATIONS COMMISSION,[2]

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

[F.R. Doc. 64-3975; Filed, Apr. 21, 1964; 8:50 a.m.]

[2] Commissioner Loevinger absent.

Notices

ATOMIC ENERGY COMMISSION

STATE OF FLORIDA

Proposed Agreement for Assumption of Certain AEC Regulatory Authority

Notice is hereby given that the U.S. Atomic Energy Commission is publishing for public comment, prior to action thereon, a proposed agreement received from the Governor of the State of Florida for the assumption of certain of the Commission's regulatory authority pursuant to section 274 of the Atomic Energy Act of 1954, as amended.

A résumé, prepared by the State of Florida and summarizing the State's proposed program, was also submitted to the Commission and is set forth below as an appendix to this notice. Attachments referenced in the appendix are included in the complete text of the program. A copy of the program, including proposed Florida regulations, is available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., or may be obtained by writing to the Director, Division of State & Licensee Relations, United States Atomic Energy Commission, Washington 25, D.C. All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed agreement should send them in triplicate to the Secretary, U.S. Atomic Energy Commission, Washington 25, D.C., within 30 days after initial publication in the FEDERAL REGISTER.

Exemptions from the Commission's regulatory authority which would implement this proposed agreement, as well as other agreements which may be entered into under section 274 of the Atomic Energy Act, as amended, were published as Part 150 of the Commission's regulations in FEDERAL REGISTER issuance of February 14, 1962; 27 F.R. 1351. In reviewing this proposed agreement, interested persons should also consider the aforementioned exemptions.

Dated at Germantown, Md., this 13th day of April 1964.

For the Atomic Energy Commission.

WOODFORD B. MCCOOL,
Secretary to the Commission.

Proposed Agreement Between the United States Atomic Energy Commission and the State of Florida for Discontinuance of Certain Commission Regulatory Authority and Responsibility Within the State

Whereas, The United States Atomic Energy Commission (hereinafter referred to as the Commission) is authorized under section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act) to enter into agreements with the Governor of any State providing for discontinuance of the regulatory authority of the Commission within the State under chapters 6, 7, and 8, and section 161 of the Act with respect to byproduct materials, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, The Governor of the State of Florida is authorized under section 290.13 of the Florida Nuclear Code (Chapter 290, Florida Statutes, 1961) to enter into this agreement with the Commission; and

Whereas, The Governor of the State of Florida certified on __________, that the State of Florida (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the public health and safety with respect to the materials within the State covered by this agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, The Commission found on __________, 1963, that the program of the State for the regulation of the materials covered by this agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, The State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, the Commission and the State recognize the desirability of reciprocal recognition of licenses and exemption from licensing of those materials subject to this agreement;

Now, therefore, it is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

Article I. Subject to the exceptions provided in articles II, III, and IV, the Commission shall discontinue, as of the effective date of this agreement, the regulatory authority of the Commission in the State under chapters 6, 7, and 8, and section 161 of the Act with respect to the following materials:

A. Byproduct materials;

B. Source materials; and

C. Special nuclear materials in quantities not sufficient to form a critical mass.

Article II. This agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to regulation of:

A. The construction and operation of any production or utilization facility;

B. The export from or import into the United States of byproducts, source, or special nuclear material, or of any production or utilization facility;

C. The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission;

D. The disposal of such other byproduct, source, or special nuclear material as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

Article III. Notwithstanding this agreement, the Commission may from time to time by rule, regulation, or order, require that the manufacturer, processor, or producer of any equipment, device, commodity, or other product containing source, byproduct, or special nuclear material shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

Article IV. This agreement shall not affect the authority of the Commission under subsection 161 b. or i. of the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data or to guard against the loss or diversion of special nuclear material.

Article V. The Commission will use its best efforts to cooperate with the State and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other agreement States in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection and enforcement policies and criteria, and to obtain the comments and assistance of the other party thereon.

Article VI. The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in article I licensed by the other party or by any agreement State. Accordingly, the Commission and the State agree to use their best efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

Article VII. The Commission, upon its own initiative after reasonable notice and opportunity for hearing to the State, or upon request of the Governor of the State, may terminate or suspend this agreement and reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that such termination or suspension is required to protect the public health and safety.

Article VIII. This agreement shall become effective on ___________, 1964, and shall remain in effect unless, and until such time as it is terminated pursuant to article VII.

APPENDIX "A"

RADIATION CONTROL IN THE STATE OF FLORIDA

I. Introduction. The radiation control program of the State is designed to regulate all sources of radiation other than those for which regulatory responsibility is to be retained by the U.S. Atomic Energy Commission. As the term "radiation sources" is used hereinafter in this narrative, it is intended to mean those sources under the control of the State. The sources are divided into two major categories: radioactive materials and radiation machines. Radioactive materials, including radium, are to be regulated under a licensing program similar to the existing program of the U.S. Atomic Energy Commission, requiring possession of a license prior to acquisition or use of such materials. Radiation machines will be subject to a registration program involving the reporting of information by the registrant and the right of inspection by the State for compliance with prescribed safety standards.

The program described herein constitutes a continuation of Florida's efforts to modify and improve its activities for the control of radiation hazards, to gain increased knowledge of radiological health significance and to make use of ionizing radiation for the improvement of the public health when and if methods for such use are discovered or developed. An integral part of this program is the assumption of certain responsibilities which the United States Atomic Energy Com-

mission will discontinue under a contemplated agreement between the Commission and the State.

II. History. The first regulations for the control of radiation in the State of Florida were prepared jointly by the Florida Industrial Commission and the Florida State Board of Health and promulgated in April, 1947, by the Florida Industrial Commission. They were embodied in Regulation No. 8, "Radiant Energy" of the "Regulations for the Control and Prevention of Occupational Diseases". These rules were revised in 1957 and in 1960. As a result of this cooperative effort, the Florida Industrial Commission and the Florida State Board of Health have established a very close working relationship in the field of occupational health.

In 1950, the Board of Health conducted a statewide survey of shoe-fitting fluoroscopes, as a result of which the use of almost all of these machines was discontinued; such use is now prohibited. In 1957, a statewide program of radiological surveillance of the environment was started in order to develop baseline knowledge and to enable us to know when increases occurred from fallout or from possible pollution from other sources. The area in the vicinity of the then proposed power reactor to be located in Polk County was examined in much greater detail. This program has continued and has been expanded to include seafood and shell fish beds. Spot samples of citrus and other terrestrial foods have been analyzed. The State of Florida has participated in the national air and precipitation fallout surveillance network since 1957, and now operates two stations (Jacksonville and Miami). To provide a degree of information on which action programs could be based, the State added four more identical stations (Pensacola, Tallahassee, St. Petersburg, and Orlando). In addition to operating a collecting station for the National Pasteurized Milk Surveillance Program (Tampa), the State Board of Health has an active producer milk surveillance program which is statewide in scope and sufficiently detailed in sampling points to permit specifically-localized action programs, should such become necessary. At the request of county medical societies and other organized professional groups and industry, the Board of Health initiated, in 1958, a program of physical inspection and consultation aimed at reducing exposure to the public (as well as the user) from diagnostic and other uses of X-rays. To date, roughly 80 percent of the approximately 3,000 dental, 50 percent of the approximately 3,500 medical, and a number of industrial X-ray installations have been visited. During 1961–63, the Board of Health conducted a research project in an effort to improve this program. One of the outstanding features of this study was a demonstration of the importance of repeated visits. Another research program, currently under way, is designed to establish radiation background levels in various parts of the state and to determine the components of this radiation. These two projects have been supported by the U.S. Public Health Service at approximately $76,000.00 per annum.

On December 1, 1955, the Honorable Leroy Collins, Governor of Florida, by executive order, created the Florida Nuclear Development Commission to assist the Governor in the promotion of nuclear development within the State of Florida and in cooperation with the other southern states and the Atomic Energy Commission. The Commission consists of nine members to serve at the pleasure of the Governor and without compensation.

In 1957, the legislature enacted chapter 57–178 which created the Florida Nuclear Development Commission as a permanent agency of the State for the development and application of nuclear energy with all its attendant benefits, thus placing the coordination of all nuclear development within the State on a statutory basis. The Act has subsequently been amended (1961, chapter 61–262) clarifying and broadening the duties of the Commission.

In September of 1959, the Congress of the United States enacted Public Law 86–373, which amended the Atomic Energy Act of 1954, and provided for the transfer of certain regulatory powers from the Atomic Energy Commission to qualified States in accordance with negotiated agreements. This transfer of authority applies to the control of certain categories of radioactive materials and becomes effective when appropriate State legislation has been enacted; and, an agreement has been signed by the Atomic Energy Commission and the Governor of the respective State.

In May of 1960, the Florida Nuclear Development Commission, in recognition of the inevitable and urgent need for the control of radiation by the State launched a drive for an extensive analysis of Public Law 86–373 and its application to the specific needs of this State. It called first on the School of Law at the University of Florida to conduct a study of the many implications connected with the assumption of control of radiation sources by the State. On September 30, 1960, the results of that study were presented to the State Legislative Council, after which many other meetings with various agencies were sponsored by the Florida Nuclear Development Commission to consider the various aspects of such a program.

Inasmuch as State policy and courses of action with respect to atomic energy development and radiation protection have been the subject of legislative consideration in Florida for a number of years, the Legislative Council's Select Committee on Nuclear Legislation conducted public hearings on this subject in 1960 and 1961, with a view toward appraising the desirability or necessity for a broad system of radiation control, including assumption of authority from the Atomic Energy Commission and a licensing or registration program designed to obtain a maximum of information regarding radiation use in Florida.

After such public hearings by the Legislative Council's Select Committee on Nuclear Legislation and consultations with interested governmental agencies, representatives of industry and professional groups that use atomic energy and radiation, it concluded that a comprehensive legislative program for radiation control should be enacted.

Consequently, chapter 61–262 was introduced in the 1961 session of the legislature, which provided the framework for such a program. The bill was derived in large measure from suggested legislation of the Council of State Governments. It was widely circulated and critically reviewed by a number of interested and affected persons and groups, and was revised to take into account appropriate comments. After extensive consideration by committees of the legislature, including several public hearings at which all interested parties were afforded opportunity to be heard, the measure was enacted as the Florida Nuclear Code (chapter 290, part I, Florida Statutes, 1961). At the same legislative session, chapter 61–227 (part 2 of chapter 290, Florida Statutes, 1961) was enacted, which made Florida a party to the Southern Inter-State Nuclear Compact.

The enactment of the Florida Nuclear Code strengthend the framework for the control of radiation activities within the State as follows:

1. Established the Florida Nuclear Commission headed by a director responsible to the Commission. With respect to administrative and regulatory responsibilities, the duties of the Commission are to promote and support a comprehensive program of education and research relative to nuclear development in the field of education, science, agriculture, industry, transportation, medicine, and all other fields of endeavor which may aid in or be benefited by nuclear development and nuclear science and engineering; to promote the industrial development of Florida (in cooperation with the Florida Development Commission) by attracting new industry based on nuclear science and engineering; to coordinate development and regulatory activities of the State, other States and the Federal Government; to convene a coordinating council consisting of representatives of appropriate State agencies to coordinate action in any matter bearing of the State's nuclear program; and to collect and disseminate information relative to nuclear developments and their effect; and

2. Empowered the Governor of the State to sign an agreement with the Atomic Energy Commission which would transfer to the State control over certain radioactive materials in accordance with Public Law 86–373; and

3. Authorized the Governor of the State to designate a State agency as the regulatory agency to adopt regulations for effectuating the purposes of this legislation, including regulations for the licensing or registration of all radiation sources.

On July 11, 1961, to achieve the objectives of the Florida Nuclear Code (section 290.06) the Florida Nuclear Commission appointed a Coordinating Council and three technical committees. The technical committees include representation from industry, labor, medicine, dentistry, medical physics, health departments, universities, and the legislature. To insure that the many State agencies which have any degree of official concern with nuclear matters are properly represented, the Coordinating Council is composed of the directors (or their designated representatives) of such interested agencies as: Attorney General, State Board of Conservation, State Board of Control, Nuclear Coordinator of Florida State University, Director of Nuclear Activities of University of Florida, Florida State Board of Health, Commissioner of Agriculture, Superintendent of Public Instruction, Department of Public Safety, Department of Water Resources, Florida Development Commission, State Fire Marshal, State Insurance Commissioner, Florida Geological Survey, Florida Industrial Commission, Legislative Reference Bureau, Railroad and Public Utilities Commission, and the Secretary of State.

Prior to the enactment of chapter 61–262 supra in June, 1961, the Florida State Board of Health, in March, 1961, in order to protect the people of the State from the hazardous effects of ionizing radiation, and acting under the authority of the General Public Law (Chapter 381, Florida Statutes) adopted a comprehensive set of regulations pertaining to radiological health, as chapter 34 of the Sanitary Code of the State. To insure the maximum safety of all persons during the manufacture, use, storage, transportation and disposal of radiation sources, the regulations applied to all sources of ionizing radiation and required the registration of all radiation producing machines and radioactive substances; set limits of radiation exposure; defined the reponsibilities of users of radiation to radiation workers and to the general public and provided for inspection and enforcement of such regulations.

On February 21, 1962, pursuant to the provisions of chapter 290, Florida Statutes, and the recommendations of the Florida Nuclear Commission, the Honorable C. Farris Bryant, Governor of Florida, designated the Florida State Board of Health (hereinafter referred to as the Board) as the regulatory agency for nuclear control and licensing as contemplated by section 290.10, Florida Statutes.

To implement certain provisions of the Florida Nuclear Code and to insure compatibility with Federal regulations and reciprocity with other agreement States, the Board

of Health revised its 1961 regulations. They now constitute chapters 170J-1 through -4 of the Florida Administrative Code. A copy of these regulations is included in this presentation as "Attachment C".

In redrafting the regulations, language was drawn largely from models developed jointly by the Atomic Energy Commission, the U.S. Public Health Service and the Council of State Governments; and from recommendations of the National Committee on Radiation Protection and Measurement, and Reports of the Federal Radiation Council.

Assistance in drafting the regulations was obtained from a number of individual, agencies and groups, including representatives of the Atomic Energy Commission, the U.S. Public Health Service, the Florida Nuclear Commission, Florida Governmental Agencies, professional associations and industrial groups.

III. *The Radiation Control Program*—A. *Regulations.* The principal elements of the program for the control of radiation hazards in the State of Florida are the Florida Nuclear Code (Chapter 290, Florida Statutes) and applicable rules of the State Board of Health.

The radiation regulations of the State Board of Health have been modified in order to achieve:

(1) A comprehensive program covering not only activities over which the State agency has exercised exclusive jurisdiction (e.g., X-rays and radium), but also activities over which authority will be discontinued by the Atomic Energy Commission (byproduct material, source material and special nuclear material in quantities not sufficient to form a critical mass); and

(2) Compatibility between the State's radiation control program and the Atomic Energy Commission's program for the regulation of like radioactive materials as required by § 274.D(2) of the Atomic Energy Act of 1954 as amended.

In developing the regulations to achieve the foregoing objectives, the Board of Health predicated the substantial content of the program, i.e., the radiation protection standards, regulation relating to permissible doses, levels and concentrations, on the guides of the Federal Radiation Council, as approved by the President, and pertinent recommendations of the National Committee on Radiation Protection Measurements.

With respect to other substantive matters such as licensing and precautionary procedures, e.g., surveys, posting, labeling, existing Atomic Energy Regulations and the suggested regulations issued by the Council of State Governments were used as models.

The Board's regulations with regard to burial are more stringent than those of the suggested regulations. This stringency is held as being necessary in the interest of the public health because of the particular and somewhat peculiar geology and hydrology of the State of Florida which necessitates individual appraisal of each proposed site to minimize the probability of underground contamination.

Modification of the laws and regulations has resulted in a State program which is compatible with the Commission's program and those of "agreement States" but which differs from the Commission's program in several respects. This difference is primarily in that the State's comprehensive program covers all radiation sources, including those whose possession and use is subject to registration rather than licensing.

B. *Program administration*—1. *Licensing and registration.* Licenses are required for the possession of radioactive materials above exempt amounts of concentrations, regardless of the mode of formation of such materials. Licenses for radioactive materials are of two types, general licenses effective without the filing of applications or the issuance of licensing documents, and specific licenses issued upon application. Registration is required for radiation producing machines.

It is planned to make prelicensing inspection a part of the evaluation procedure when such prelicensing is deemed to be necessary and practicable. In connection with licensing procedures, provision is made to give opportunity for all interested persons to be heard.

With respect to human use the State Health Officer has appointed highly qualified medical consultants knowledgeable in the clinical use of isotopes and other sources of ionizing radiation to assist in the development of policies, the establishment of criteria and the evaluation of unusual applications for license to apply radioactive substances to humans.

Although the Florida Nuclear Code permits the enactment of municipal ordinances and regulations that are not inconsistent with the code and regulations adopted thereunder, the agency charged with the responsibility of promulgating regulations and issuing licenses is the Florida State Board of Health.

2. *Inspection.* Inspection for compliance with regulations and with license conditions will be carried on by the State Board of Health and its duly authorized representatives.

The local health departments, under the direction of the Florida State Board of Health, will participate in inspection activities as they develop a radiological health program and demonstrate their capability.

As a part of the preparation for the assumption of regulatory authority from the AEC, State radiological health program personnel have accompanied AEC inspectors on almost all of their license inspections in the State since September, 1959. There are approximately 200 licensees in the State.

Based upon the number and kind of licenses and registrations, a priority system will be established under which inspection of the most hazardous activities will be scheduled at least once each six months, and the remainder on a less frequent basis. Initial priorities will be established on the basis of the prelicensing evaluation and may be modified in accordance with subsequent inspections. It is expected that all licensed activities will be inspected at least once in two years.

Most inspections will be scheduled visits; a significant number may be on an unscheduled basis. A review of the structure of the organization of the establishment and of pertinent operational procedures will be made, especially if changes have occurred since the license was issued or the registration accomplished. Specific responsibilities will be ascertained or confirmed. Inspection visits will usually entail a comprehensive review by the inspector of equipment, facilities and procedures for handling and storage of radioactive material, and an interview with key personnel directly involved. The inspector will review the survey methods and results of personnel monitoring, the posting of signs and labeling, instruction of personnel; and the methods and apparent effectiveness of maintaining control of people in controlled areas. He will review the records of receipts, transfers and inventory of licensed or registered material. He may physically check the inventory. He will examine records concerning disposal to the sewerage system and burial in the soil, if pertinent. He may take measurements of radiation levels. He will meet with management to discuss the results of his inspection. During this meeting, he will discuss questions concerning the regulatory program.

The inspector will prepare a report in sufficient detail to describe the facts and circumstances observed during the inspection. These reports will provide the basis for any necessary enforcement action. The Board will review the operation of this system to insure that timely and adequate inspections are performed and that appropriate actions are taken.

In addition, there will be investigations of incidents and complaints involving radiation sources to determine the cause, the steps taken by the licensee or registrant to cope with the incident, whether or not there was non-compliance with a regulation, and the steps taken to avoid recurrence of the incident.

The licensee or registrant will be informed of the results of all inspections, orally at the time of the inspection, and by letter or notice from the Board.

3. *Enforcement.* Reports of inspections will be evaluated by the State Board of Health to determine the status of compliance with license conditions and regulations. If no item of noncompliance is observed, licensee or registrant will be so informed. If only minor matters of noncompliance, such as improper signs, failure to label, etc., are involved, which at the time of the inspection the licensee or registrant agrees to correct, he will be informed in writing of these matters and that corrective action will be reviewed during the next inspection. If the inspection reveals a noncompliance of a more serious nature, the licensee or registrant will be required to inform the inspecting agency in writing, usually within 15 to 30 days, as to corrective action taken and the date completed. In these cases, the Board will either conduct a prompt follow-up inspection or the matter will be reviewed during a regular inspection to insure that corrective action has, in fact, been accomplished. If the reply does not satisfactorily explain the noncompliance and assure that further violations will be prevented, the Board will take such administrative actions as are available, such as holding a hearing in accordance with section 290.15, Florida Statutes, which also provides for judicial review of the final order resulting from such hearing. There is provision for emergency action without notice or hearing, but such emergency action shall be subject to a prompt hearing afforded the licensee or registrant. Among the enforcement procedures available to the Board are modification, suspension, or revocation of licenses, or injunctive relief, and criminal sanctions afforded in the courts. (Sections 290.15, 290.16, 290.17 and 290.19, Florida Statutes.)

Upon failure to secure administrative relief where applicable, the Board will prepare proper charges against alleged nonlicensed operators or those persons failing to comply with Board orders, for presentment to State Attorneys or local county prosecuting attorneys; accompanying the said charge shall be a request for prosecution together with a trial memorandum setting forth the names of the witnesses and the testimony that may be adduced from the individual witness, and an outline showing the chain of custody on the tangible evidence expected to be introduced at the trial.

C. *Emergency planning and capabilities.* 1. Under the general coordination of the Florida Nuclear and Space Commission a radiological assistance organization and plan of action have been developed. The State Highway Patrol has assumed the responsibility for alerting, communications and team transportation or escort. Local law enforcement officials will control any possible crowd development. Radiological assistance technical teams, including physicians have been developed at public health and university centers. There are six such teams so located that no point in the State (except Key West) is more than 100 miles from a team. Emphasis at this time is on training, rehearsal and more completely equipping the teams. Personnel of the AEC Savannah Operations Office and of the AEC Pinellas Area Office have assisted in this development.

2. Stimulated by the I^{131} levels in Utah and certain other States the Florida State Board of Health convened a meeting of representatives from the Department of Agriculture, milk producer and distributor associations, cattle feed industry, and the University of Florida to discuss possible action programs for the State of Florida. An ad hoc committee has formed with the Department of Agriculture representative as chairman. This committee held several meetings during which a detailed plan of action based on the use of aged feed was drawn up. Specific responsibilities were assigned and lines of communication were established.

D. *Laboratory support.* The radiological laboratory of the State Board of Health is administratively a unit of the Bureau of Laboratories. Technical assistance and direction is supplied by the Division of Radiological and Occupational Health. The laboratory is manned by two radiological chemists and two technicians with part-time clerical assistance. It is located in a new building and was designed specifically for radiological work. Equipment includes: a two detector low beta counting system, windowless proportional counters, one single channel gamma scintillation spectrometer and a 512 channel gamma scintillation spectrometer, beta and alpha scintillation detectors, and an eleven cubic foot muffle furnace. The sample preparation section is complete with full chemical analytical capability.

IV. Organization and personnel. The radiation control program is established in the Division of Raliological and Occupational Health, an existing organizational unit of the Florida State Board of Health. There is no absolute line of cleavage between the radiological and occupational health programs, but for clarity of this presentation, they are being considered as separate and distinct. With regard to the Radiological Health Program, Division philosophy requires that there be as much interplay between programs as possible. The reason for this is that we need sufficient breadth of capabilities so that no program will be seriously interfered with by routine absences or emergency situations. A further but perhaps no less serious reason is that some activities in each of the programs are of a routine nature and carry little, if any, psychological challenge or job satisfaction if they constitute the sole function of any one person for extended periods of time. As a further measure of providing broader training and experience, employees are encouraged to avail themselves of general and catagorical orientation courses given by the State Board of Health, the U.S. Public Health Service, and the AEC.

The minimum educational and experience requirements for the position categories directly related to the regulatory program as set forth in the Florida Merit System job descriptions (with salaries) are attached in Attachment A. Presented in Attachment B is biographical material for personnel presently employed.

A brief description of the various positions follows:

Director, Division of Radiological and Occupational Health (Health Officer IV). This individual is Director of the Division, being administratively responsible for the combined radiological and occupational health program of the State Board of Health. This person is an M.D. and, in addition to administrative duties, will assist by providing staff medical advice when needed.

Public Health Physicist IV. The person in this position has major technical administrative responsibility for all the radiological health programs of the Division, including the source control program, emergency programs, and environmental surveillance and studies. He will provide direct assistance in the regulatory program as required. (During the initial phase of the program incident to the transfer of authority from the AEC and pending the addition of personnel he will be responsible for licensing and the review of regulations.)

Public Health Physicist III. There are proposed two positions at this level. One is primarily responsible for licensing and for the development and constant review of regulations. The other, now on duty, will be responsible for the survey and consultation with the user aspects of the program. This concept differs from the AEC inspection and enforcement program only in that, in addition to the detailed inspection and rigid enforcement, we feel a responsibility and will exert considerable effort in assisting the user in improving his physical facilities and his procedures in an attempt to arrive at the least practical exposure to humans to ionizing radiation.

Public Health Physicist II. It is planned that the program will begin with at least two individuals at this level. Each will be responsible for a given area of the State, and will be responsible for prelicensing visits, inspections, as well as preliminary processing of registration forms, making X-ray surveys, and performing other radiological health program work as required in his area.

Upon consummation of an agreement with the Atomic Energy Commission, additional personnel will be employed, as available and necessary to perform license evaluations and to provide supervision over the inspection program.

Requirements as to qualifications and proficiencies of local health department personnel performing Radiological Health duties will be at least as high as for State personnel performing similar duties.

V. Coordination. Coordination of the State program for the control of radiation is facilitated through the functions of the Florida Nuclear and Space Commission. All agencies and political subdivisions of the State are required to keep the Commission fully and currently informed as to their activities.

The Coordinating Council of the Florida Nuclear Commission was established early in the development of the radiation control program and its functions and recommendations have been instrumental in developing the present program.

The Florida Nuclear Code provides that any rule, regulation or ordinance, or amendment thereto or repeal thereof primarily or directly relating to Atomic Energy proposed by any department, division, commission or agency of the State of any political subdivision thereof, shall not become effective until 90 days after it has been submitted to the Commission, unless the Commission or the Governor waives such waiting period. If, after consultation with the Commission, the Governor finds any of either the proposed or existing rules to be inconsistent, he may direct the appropriate agency to amend or repeal such rules to achieve consistency (Section 290.09, Florida Statutes).

[F.R. Doc. 64-3744; Filed, Apr. 14, 1964; 8:50 a.m.]

[Docket No. 50-211]

UNIVERSITY OF CINCINNATI

Notice of Withdrawal of Application for Utilization Facility License

Please take notice that the University of Cincinnati, Cincinnati 21, Ohio, by letter dated March 5, 1964, has withdrawn its application for a license to construct and operate a five megawatt thermal pool type nuclear research reactor on a site in the northern part of the City of Cincinnati, Hamilton County, Ohio.

Notice of the receipt of the application was published in the FEDERAL REGISTER on July 4, 1963, 28 F.R. 6889.

Dated at Bethesda, Md., this 13th day of April 1964.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Chief, Research and Power Reactor Safety Branch, Division of Reactor Licensing.

[F.R. Doc. 64-3926; Filed, Apr. 21, 1964; 8:47 a.m.]

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 56156]

TUNA FISH

Tariff-Rate Quota, 1964

APRIL 17, 1964.

Pursuant to the provisions of item 112.30, Tariff Schedules of the United States, it has been determined that 60,911,870 pounds of tuna may be entered for consumption or withdrawn from warehouse for consumption during the calendar year 1964 at the rate of 12½ per centum ad valorem under item 112.30. Any such tuna which is entered, or withdrawn, for consumption during the current calendar year in excess of this quota will be dutiable at the rate of 25 per centum ad valorem under item 112.34 of the tariff schedules.

The above quota is based on the United States pack of canned tuna during the calendar year 1963, as reported by the United States Fish and Wildlife Service.

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

[F.R. Doc. 64-3972; Filed, Apr. 21, 1964; 8:50 a.m.]

DEPARTMENT OF THE INTERIOR

Land Management Bureau

COLORADO

Notice of Proposed Withdrawal and Reservation of Lands

APRIL 15, 1964.

The Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior, has filed an application, Serial Number Colorado 0122327, for the withdrawal from public entry, subject to existing valid claims, pursuant to section 8, Colorado River Storage Project and Participating Projects Act (70 Stat. 110), certain public lands in the sections and townships described below.

The applicant desires the land for the purpose of establishing a wildlife management unit to be operated under agreement by the Colorado Department of Game, Fish and Parks in connection with the Curecanti Resource Management Project.

For a period of thirty days from the date of publication of this notice, all per-

sons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the Land Office Manager, Colorado Land Office, Bureau of Land Management, Department of the Interior, Insurance Exchange Building, 910 15th St., Denver, Colorado, 80202.

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

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

The lands affected are:

NEW MEXICO PRINCIPAL MERIDIAN, COLORADO

Township 49 North, Range 3 West,
In Sections 2, 3, 6, 7, 8, 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 26, and 27.
Township 49 North, Range 4 West,
In Sections 13, 14, 22, 23, and 24.

Lands proposed to be withdrawn in the above designated area aggregate approximately 7,165 acres.

W. F. MEEK,
Land Office Manager.

[F.R. Doc. 64-3935; Filed, Apr. 21, 1964; 8:48 a.m.]

Office of the Secretary

GEORGE A. PORTER

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests during the past six months:

(1) No change.
(2) Purchased: 50 Shares Gen. Motors Common, 100 shares Avco. 50 N.Y.-Chicago & St. Louis R.R.
(3) No change.
(4) No change.

This statement is made as of April 13, 1964.

Dated: April 13, 1964.

GEORGE A. PORTER.

[F.R. Doc. 64-3936; Filed Apr. 21, 1964; 8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

LILES BROTHERS LIVESTOCK COMMISSION CO., ET AL.

Notice of Changes in Names of Posted Stockyards

It has been ascertained, and notice is hereby given, that the names of the livestock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

Original name of stockyard, location and date of posting	*Current name of stockyard and date of change in name*
ARKANSAS	
Liles Brothers Livestock Commission Co., Searcy, Sept. 19, 1960.	Carson's Livestock Auction, Mar. 7, 1964.
IOWA	
Laurens Livestock Sales Co., Laurens, May 26, 1959.	Laurens Auction, Inc., Mar. 11, 1964.
KENTUCKY	
Science Hill Livestock Commission Co., Inc., Science Hill, July 18, 1962.	Science Hill Livestock Corp., Jan. 23, 1964.
MISSISSIPPI	
Owen Brothers Stockyards, Inc., Hattiesburg, Jan 7, 1959.	Hub City Stockyards, Inc., Dec. 1, 1963.
MISSOURI	
Neosho Livestock Commission Co., Neosho, June 4, 1959.	Neosho Auction Sales, Inc., Dec. 24, 1963.
MONTANA	
Dillon Livestock Auction Co., Dillon, Nov. 30, 1961.	Dillon Public Auction, Inc., Mar. 13, 1964.
TEXAS	
Rusk County Cattleman's Auction, Inc., Henderson, Mar. 12, 1959.	Rusk County Auction, Feb. 1, 1964.

Done at Washington, D.C., this 16th day of April 1964.

H. L. JONES,
Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service.

[F.R. Doc. 64-3940; Filed, Apr. 21, 1964; 8:48 a.m.]

Office of the Secretary

GEORGIA

Designation of Areas for Emergency Loans

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

GEORGIA

Bibb.
Butts.
Clayton.
Coweta.
Crawford.
Henry.
Houston.
Jasper.
Jones.
Lamar.
Macon.
Meriwether.
Monroe.
Morgan.
Newton.
Oconee.
Peach.
Pike.
Rockdale.
Spalding.
Talbot.
Taylor.
Upson.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1965, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 17th day of April 1964.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 64-3941; Filed, Apr. 21, 1964; 8:48 a.m.]

DEPARTMENT OF COMMERCE

Office of the Secretary

[Dept. Order No. 15 (Rev.)]

OFFICE OF BUSINESS ECONOMICS

General Functions

The following order was issued by the Secretary of Commerce on February 13, 1964. This material supersedes the material appearing at 28 F.R. 3737 of April 17, 1963.

SECTION 1. *Purpose.* The purpose of this order is to describe the general functions of the Office of Business Economics.

SEC. 2. *General.*

.01 The Office of Business Economics, established by Department Order No. 15, is hereby continued as a primary organization unit of the Department of Commerce.

.02 The Office of Business Economics shall be headed by a Director who shall report and be responsible to the Assistant Secretary of Commerce for Economic Affairs. The Director shall be assisted by an Associate Director and a Deputy Director who shall, in turn, perform the functions of the Director during the latter's absence.

SEC. 3. *General functions and objectives.*

.01 The Office of Business Economics shall:

1 Provide the business community with basic economic measures of the national economy, including the national income accounts and the balance of international payments, and current analyses of the economic situation and business outlook;

2 Perform general economic research on the functioning of the economy, in-

cluding cooperative research with business organizations, other Government agencies, and university and research institutions;

3 Develop basic economic and statistical indicators;

4 Provide a basis for policy formulation of the Department with respect to Government operations insofar as they affect economic movements and tendencies;

5 Serve as the central economic research organization of the Department on the functioning of the national economy, and collaborate with other primary organization units which require its economic research and statistical measures in matters within the scope of this order; and

6 Measure and analyze factors affecting regional economic development in the United States.

SEC. 4. *Transfer of personnel, funds, records, and property.*

.01 The personnel, funds, records, and property of the Business and Defense Services Administration heretofore allocated to functions and activities relating to regional economic development in the United States described in Section 3-6 of this order are transferred to the Office of Business Economics.

.02 The Assistant Secretary for Administration, acting through the appropriate offices of the Department, shall determine and arrange for the transfer of personnel, funds, records, and property of the Business and Defense Services Administration as provided herein.

Effective date: February 13, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3953; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 15 (Rev.); Organization and Function Supp. (Rev.)]

OFFICE OF BUSINESS ECONOMICS

Organization and Assignment of Functions

This material supersedes the material appearing at 28 F.R. 3737-3738 of April 17, 1963.

SECTION 1. *Purpose.* The purpose of this Organization and Function Supplement is to prescribe the organization and to assign functions within the Office of Business Economics.

SEC. 2. *Organization.*

.01 The Office of Business Economics shall consist of the following organization units:

1 Office of the Director—
(1) Director,
(2) Associate Director,
(3) Deputy Director,
(4) Assistant Director (Chief Statistician),
(5) Assistant Director (National Economic Accounts),
2 National Income Division;
3 National Economics Division;
4 Business Structure Division;
5 Current Business Analysis Division;
6 Balance of Payments Division;
7 Regional Economics Division.

SEC. 3. *Functions of the organization units.*

.01 The Director formulates policies, develops and coordinates the programs, and directs all operations of the Office of Business Economics.

.02 The Associate Director of the Office of Business Economics shares with the Director the overall responsibility for determining, planning, and directing the activities of the Office of Business Economics. In addition, he shares with the Director prime responsibility for the integrity of all statistics and economic analyses emanating from the Office and for the interpretation, at the top echelons of Government and the business world, of highly complex data relating to the functioning of the national economy.

.03 The Deputy Director shall participate with the Director and the Associate Director in the development of broad overall programs, plans, policies, and direction of the Office; coordinate the end-product of regular and special analytical operations to effect published dissemination of complete and balanced reviews and analyses of the various current developments of the national economy; shall give direction to, and be responsible for, all aspects of management and administrative activities including budget, organization planning, personnel management and administrative services; and shall represent the Director in securing administrative services provided to the Office of Business Economics through the staff service officers reporting to the Assistant Secretary for Administration.

.04 The Assistant Director (Chief Statistician) shall be responsible for the investigation, establishment and continuous utilization of pertinent, comprehensive, and valid statistical criteria and advanced mathematical and econometric techniques in the development of statistical measures of economic aggregates basic to the functions of the Office; and for the analytical utilization of these and other data in current economic evaluations.

.05 The Assistant Director (National Economic Accounts) shall be responsible for the adequacy, quality, and extension of the basic economic research conducted by the Office with particular emphasis on national income and product, inter-industry sales and purchases, the balance of payments, and other facets of national economic accounting; and serve as the formally designated focal point within the Federal Government for the development and analytical application of the system of national accounts adopted as the Nation's essential economic interpretive mechanism.

.06 The National Income Division shall formulate and analyze the measures of the national income, gross national product and income flow to individuals, and prepare regular reports upon the position of the economy and the tendencies revealed by such data and analysis; compile analytical data on national income by industries and distributive shares indicating the origins and components of income produced, and the flow of production from basic resources to finished products; prepare estimates of income size distribution so as to describe the sources of income of recipients in different income classes, and the use of funds for taxes, consumption, and savings.

.07 The National Economics Division shall prepare and maintain on as current a basis as possible, estimates of the flows of goods and services from each industry to other industries as well as to final markets in the economy, organized in the form of inter-industry sales and purchases tables to analyze the economic repercussions of changes in final markets, i.e., consumers, investment, foreign trade, and Government, on the industries in the economy and income originating in these industries; and carry on a program of research and developmental studies aimed at the establishment of new essential series of economic data of meaningful analytical content for evaluating the functioning of the domestic economy.

.08 The Business Structure Division shall analyze and report upon the structure of industry, the effect of structural organization upon the economy, and the volume of business operations; provide current and historical data on (1) the structure of production and markets as an aid to expanding aggregate output and demand in the major industries and commodities; (2) the characteristics of the different types of businesses with particular relation to the specific markets for producers' and consumers' goods; (3) the financial organization and performance of business; and (4) changes in the business population by kinds of businesses, including analysis of the movement of firms in an out of particular lines of business; develop monthly and quarterly basic economic series on sales, consumer expenditures, capital expenditures, new and unfilled orders and inventories; and compile data and prepare analyses on business programs, including sales and capital budgets, and on the sources and uses of business funds.

.09 The Current Business Analysis Division shall compile material on significant factors in the current economic situation; conduct a continuing study of current business activity and of the forces contributing to and influencing these movements and provide business with comprehensive analyses, through the *Survey of Current Business*, of the effects of these forces upon business activity; conduct statistical research for the purpose of assembling for publication all of the current business statistics required for the evaluation of changes in major segments of the economy and for adapting these data to the analyses of the Office and to the use of business; and analyze national and regional economic developments and their relationship to current market trends and tendencies.

.10 The Balance of Payments Division shall compile, analyze, and interpret data on the balance of international payments and international investments of the United States, particularly as to their effect on the functioning of the domestic economy and prepare reports embodying the results of this research; analyze information concerning foreign transactions of the United States Gov-

ernment and arrange with other Government agencies for detailed reports covering their foreign transactions, including financial aid, goods transactions, and inventories, and prepare such data for use in the estimate of the balance of payments and gross national product of the United States; and collaborate with other primary organization units of the Department in the analysis of the international position of other countries and their capacity to utilize effectively and to service American investment capital.

.11 The Regional Economics Division shall develop and maintain measures which reflect the current economic situation in the various regions of the Nation and through which regional economic records can be traced; analyze the factors responsible for geographic differences in the levels of economic activity and for regional variations in rates of economic growth and development; construct a system of regional economic measures that will have optimum flexibility in terms of geographic delineation; conduct a program of regional economic research designed to develop series useful for identifying and evaluating regional economic trends; develop techniques and methods for measuring the geographic impact of major economic occurrences; and provide breakdowns of the significant income data by State, regions, and industrial areas, adapting these data for marketing and other purposes.

SEC. 4. *Field programs.* The Office of Business Economics shall have the authority and responsibility for the determination of all programs and policies governing its operations in the field. The facilities of the Office of Field Services shall be utilized to carry out the field programs of the Office of Business Economics.

Effective date: February 13, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3954; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 152 (Rev.)]

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

General Functions

The following order was issued by the Secretary of Commerce on April 2, 1964. This material supersedes the material appearing at 28 F.R. 1118-1119 of February 5, 1963. Also this material, together with Department Order No. 152 (Revised) Organization and Function Supplement (Revised) of April 2, 1964, supersedes the material appearing at 28 F.R. 6594 of June 26, 1963.

SECTION 1. *Purpose.* The purpose of this order is to continue the Business and Defense Services Administration, delegate authority to the Administrator, Business and Defense Services Administration, and to describe the general functions of the Administration.

SEC. 2. *General.*

.01 The Business and Defense Services Administration, established on October 1, 1953, pursuant to authority vested in the Secretary of Commerce by Reorganization Plan No. 5 of 1950 and Executive Order 10480 of August 14, 1953, is continued as a primary organization unit of the Department of Commerce.

.02 The Business and Defense Services Administration shall be headed by an Administrator who shall report and be responsible to the Assistant Secretary for Domestic and International Business. The Administrator shall be assisted by a Deputy Administrator who shall perform the functions of the Administrator in the latter's absence.

SEC. 3. *Delegation of Authority.*

.01 Pursuant to the authority vested in the Secretary of Commerce by Reorganization Plan No. 5 of 1950, and subject to such policies and directives as the Secretary of Commerce and the Assistant Secretary for Domestic and International Business may prescribe, the Administrator, Business and Defense Services Administration, is hereby delegated the authority vested in the Secretary of Commerce relating to the industry and trade of the United States by the applicable provisions of:

1 The Act of February 14, 1903 (32 Stat. 825; 5 U.S.C. 596; 15 U.S.C. 175), as amended, to foster, promote, and develop the domestic commerce of the United States, and related provisions (15 U.S.C. 171 et seq.);

2 The Defense Production Act of 1950 (64 Stat. 798), as amended and extended, and Executive Order 10480 thereunder except the authority of the Secretary of Commerce with respect to the use of transportation facilities and the creation of new agencies within the Department of Commerce;

3 Executive Order 10999 of February 16, 1962, with respect to emergency preparedness functions concerning production and distribution of materials, and use of production facilities;

4 The National Security Act of 1947 (61 Stat. 495), as amended, as it relates to mobilization preparedness responsibilities assigned thereunder;

5 The Strategic and Critical Materials Stockpiling Act (60 Stat. 496), with respect to the acquisition of stocks of materials for defense purposes;

6 Executive Order 10660 of February 15, 1956, as amended, with respect to the establishment and training of the National Defense Executive Reserve;

7 Executive Order 10421 of December 31, 1952, providing for the physical security of facilities important to the national defense;

8 Section 402 of the Act of June 30, 1949 (63 Stat. 398; 40 U.S.C. 512) as it relates to the authority of the Secretary of Commerce with respect to the importation of foreign excess property, Section 601 of the Act of June 30, 1949 (63 Stat. 399; 64 Stat. 583; 40 U.S.C. 473) relating to the importation into the United States of surplus property sold in foreign areas before July 1, 1949, as delegated to the Secretary of Commerce pursuant to F.L.C. Reg. 8 (44 CFR 308.15), and including authority to promulgate regulations pertaining thereto; and

9 Chapters 1 and 2 of Title III of the Trade Expansion Act of 1962 (Public Law 87-794 of October 11, 1962), other than the authority to make certifications pursuant to Sections 302(b)(1), 302(c) and 311(b) of the Act.

.02 The Administrator, Business and Defense Services Administration, may redelegate his authority to appropriate officials of the Business and Defense Services Administration or to any other appropriate officer or agency of the Government, subject to such conditions in the exercise of such authority as he may prescribe.

SEC. 4. *General functions.* The Business and Defense Services Administration shall:

.01 Promote and develop the growth of industry and commerce of the United States through the following functions:

1 Stimulate the development of manufacturing, construction, distribution and service industries in order to achieve and sustain full and efficient production and employment commensurate with the needs of an expanding economy;

2 Conduct continuing studies and analyses of the American industrial economy and selected segments thereof in order to provide analytical and interpretive data on industrial trends affecting economic stability and recommend necessary and appropriate action on the part of Government and industry towards continued industrial and economic growth;

3 Foster a common understanding of the problems of Government and business and industry;

4 Obtain and consider the views of business and industry in formulating recommendations to the Secretary and the Assistant Secretary of Commerce for Domestic and International Business on national economic policy affecting the industry and commerce of the United States;

5 Provide technical advice and assistance on commodities and industries to other agencies of the Federal Government and cooperate with them on programs to achieve national economic stability and growth;

6 Develop, as requested, basic commodity-industry information and recommendations concerning adjustment assistance to individual firms in an industry which has been injured due to increased imports resulting from concessions granted under Trade Agreements;

7 Develop export potential for selected commodities, and analyze and disseminate foreign trade opportunity information to U.S. business on commodities and products;

8 Administer the Foreign Excess Property program;

9 Provide staff assistance to the Departmental official designated to carry out the Department's responsibility for regulating textile imports affected by international agreements; and

10 Administer Trade Adjustment Assistance under Title III of the Trade Expansion Act.

.02 Perform the following national defense and industrial mobilization functions:

1 Be responsible for the achievement of approved national security programs

through the issuance of priorities and by channeling materials and products required therefor in accordance with the provisions of the Defense Production Act of 1950, as amended, including the operation of the Defense Materials System and related regulations and orders;

2 Assist in achieving a fair and equitable distribution of that portion of critical materials in excess of defense requirements to civilian industry, including small business;

3 Participate in the development of national plans for industry and economic mobilization including the development of a production control system with appropriate standby orders and regulations, and the development and administration of preparedness measures and their execution in an emergency;

4 Be responsible for the development of practical mobilization programs by ascertaining the production potential of the industrial economy as related to industrial materials, products, and facilities for defense-supporting and essential civilian needs and appraise productive capacity for full mobilization requirements;

5 Establish appropriate procedure and assemble necessary supply and requirements information on industrial products and services to assist in the formulation of national programs of stockpiling, increased production, facilities and other courses of action looking toward survival of the nation and its people in the event of any type of emergency including nuclear attack;

6 Provide the framework for the integration of defense production and mobilization programs with industry's long-range plans for maintaining civilian production and employment on a sound basis;

7 Install and execute, in an emergency, the programs and procedures for the establishment of requirements by designated claimant agencies, the assessment of resources availability to meet such requirements and the preparation of appropriate program recommendations;

8 Provide liaison with the Office of Emergency Planning, Department of Defense, National Aeronautics and Space Administration and Atomic Energy Commission and other departments and agencies having mobilization responsibilities; and

9 Administer and direct the industrial unit of the National Defense Executive Reserve.

.03 The Administrator shall have the authority and responsibility for determining all programs and policies governing the domestic and foreign field activities pertaining to the responsibilities of the Business and Defense Services Administration. Such authority and responsibility shall be exercised through and in coordination with the Directors of the Offices of Field Services and Foreign Commercial Services.

SEC. 5. *Administrative, publications, and related services.*

.01 The Office of Administration (DIB) shall furnish management, budget, personnel and related administrative services to the Business and Defense Services Administration pursuant to Department Order No. 189.

.02 The Office of Publications and Information (DIB) shall furnish publications and information services to the Business and Defense Services Administration pursuant to Department Order No. 190.

SEC. 6. *Transfer of personnel, funds, records, and property.*

.01 The personnel, funds, records, and property of the Office of Trade Adjustment are transferred to the Business and Defense Services Administration.

.02 The Assistant Secretary for administration, acting through the appropriate offices of the Department, shall determine and arrange for the transfer of personnel, funds, records, and property of the Office of Trade Adjustment as provided herein.

SEC. 7. *Saving provision.* All outstanding delegations, rules, regulations, orders, certificates, and other actions issued by or relating to the Business and Defense Services Administration or any official thereof shall remain in effect until amended or revoked by proper authority.

Effective date: April 2, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3957; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 152 (Rev.); Organization and Function Supp. (Rev.)]

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

Organization and Assignment of Functions

This material supersedes the material appearing at 28 F.R. 1119–1120 of February 5, 1963. Also this material, together with Department Order No. 152 (Revised) of April 2, 1964, supersedes the material appearing at 28 F.R. 6594 of June 26, 1963.

SECTION 1. *Purpose.* The purpose of this Organization and Function Supplement is to prescribe the organization and to assign functions within the Business and Defense Services Administration.

SEC. 2. *Organization.* The Business and Defense Services Administration shall consist of the following organization units:

1 Office of the Administrator—
Administrator,
Deputy Administrator,
2 Office of the Assistant Administrator for Industrial Analysis—
Industrial Analysis Staff,
Statistical Operations and Analysis Staff,
3 Office of the Assistant Administrator for Business and Government Services—
Foreign Excess Property Office,
4 Office of the Assistant Administrator for Industrial Mobilization—
Industrial Materials Staff,
Mobilization Plans and Controls Staff,
Mobilization Readiness Staff,
Industrial Evaluation Staff,
5 Office of Distribution Services—
Wholesale and Retail Division,
Service Trades Division,
Marketing Information Division,
Water Industries Division,
6 Office of Chemicals and Consumer Products—
Chemical and Rubber Division,
Consumer Durables Division,
Food Industries Division,
Leather and Allied Products Division,
7 Office of Industrial Equipment—
Agricultural, Construction, Mining Equipment Division,
General Industrial Equipment and Components Division,
Metalworking Equipment Division,
Transportation Equipment Division,
8 Office of Metals and Minerals—
Aluminum and Magnesium Division,
Copper Division,
Iron and Steel Division,
Miscellaneous Metals and Minerals Division,
9 Office of Scientific and Technical Equipment—
Communications Industries Division,
Electronics Division,
Power and Electrical Equipment Division,
Scientific, Photographic, and Business Equipment Division,
10 Office of Construction and Materials Industries—
Building Materials and Construction Industries Division,
Containers and Packaging Division,
Forest Products Division,
Printing and Publishing Industries Division,
11 Office of Textiles—
Business Services and Analysis Division,
Market Analysis Division,
Trade Analysis Division,
12 Office of Trade Adjustment—
Project Managers.

SEC. 3. *Functions of the Office of the Administrator.*

.01 The Administrator shall determine the policy, direct the programs, and be responsible for the conduct of all activities of the Business and Defense Services Administration.

.02 The Deputy Administrator shall assist the Administrator in all matters affecting the Business and Defense Services Administration, and shall perform the duties of the Administrator during the latter's absence.

SEC. 4. *Functions of the Office of the Assistant Administrator for Industrial Analysis.*

.01 The Assistant Administrator, Industrial Analysis shall be the principal assistant and adviser to the Administrator on economic research programs concerned with business and industrial development, and shall maintain liaison with other areas of the Department and with other Departments and agencies on industrial economic development matters.

.02 The Office of the Assistant Administrator, Industrial Analysis shall

provide direction and guidance in the application of sound statistical and economic standards, techniques and procedures to Business and Defense Services Administration statistical and economic projects; and conduct research on factors affecting industry economic growth, including but not limited to monetary and fiscal policies, automation, technological progress, inventory policies, price fluctuations, and foreign competition.

SEC. 5. *Functions of the Office of the Assistant Administrator for Business and Government Services.*

.01 The Assistant Administrator, Business and Government Services shall be the principal assistant and adviser to the Administrator on business and Government services programs, provide policy direction and coordination in the execution of such programs in the business and industry offices; direct the activities of the Foreign Excess Property Office; and maintain liaison with other areas of the Department and with other Departments and agencies.

.02 The Office of the Assistant Administrator, Business and Government Services shall be responsible for industrial and marketing consultative services; liaison with Federal, State, and local business development and planning groups; communication of information to the business community; stimulation of industrial modernization and productivity improvement; foreign market export potential studies; and analysis and dissemination of foreign trade opportunities.

.03 The Foreign Excess Property Office shall administer the provisions of the Foreign Excess Property Order No. 1 relating to importation of foreign excess property into the United States; and shall coordinate studies to determine the impact on industry of the sale of domestic Government surplus in the domestic market.

SEC. 6. *Functions of the Office of the Assistant Administrator for Industrial Mobilization.*

.01 The Assistant Administrator, Industrial Mobilization shall be the principal assistant and adviser to the Administrator in the performence of functions under the Defense Production Act of 1950, as amended, Executive Orders 10480 and 10660 and on all programs relating to mobilization of industrial resources during a national emergency pursuant to Executive Order 10999; provide policy direction and coordination in the execution of such programs in the business and industry offices; and maintain liaison with other areas of the Department and with other departments and agencies.

.02 The Office of the Assistant Administrator, Industrial Mobilization, shall be responsible for the administration of the Defense Materials System; issuance of priorities and directives; industrial mobilization planning, including development of mobilization production control systems and standby regulations; development of recommendations on the national stockpile of critical materials; training and direction of the industrial unit of the National Defense Executive Reserve; and identification and analysis through the Industry Evaluation Board of industry facilities of critical importance to industrial mobilization.

SEC. 7. *Business and industry offices.* The business and industry offices (Chemicals and Consumer Products, Industrial Equipment, Metals and Minerals, Scientific and Technical Equipment, Construction and Materials Industries, Textiles, and Distribution Services) each represent a broad segment of American business and industry. These offices shall plan, direct, and coordinate the activities of the industry divisions within their areas of responsibility in the execution of the agency's programs of industrial mobilization, industrial analysis, and business and Government services. In addition to the above functions, the Office of Textiles shall provide staff assistance to the Departmental official designated to carry out the Department's responsibilities for regulating textile imports affected by international agreements.

SEC. 8. *Industry divisions.* Each Industry Division shall perform the following functions within its assigned segment of American industry:

1 Act as first point of contact with industry on Government-industry relations, foster a common understanding of the problems of Government and business and industry, and provide assistance and advice on industry, commodity, and trade problems;

2 Develop and maintain basic information and data on production, capacity, consumption, inventories, markets, distribution, sources of supply, technological developments, and other factors which affect the economic position of the assigned industries;

3 Prepare analytical and interpretive reports for use by business, industry, and Government containing basic data on production, inventories, distribution and consumption, conditions and levels of business activity for specific industries, and current and projected production trends and market outlooks;

4 Prepare data for use in (1) industrial economic studies, (2) reports on import-impact and petitions filed under Sections 7 and 8 of the Trade Agreements Extension Act, and (3) support of General Agreement on Tariffs and Trade negotiations; and

5 Conduct defense production and mobilization preparedness activities, as assigned, such as post-attack and capability studies, preparation of recommendations on stockpiling or disposal of stockpiled strategic materials and equipment, preparation of Industry Evaluation Board analyses, and participation in development of national industrial mobilization plans.

SEC. 9. *Office of Trade Adjustment.* The Office of Trade Adjustment shall:

1 Recommend to the Assistant Secretary for Domestic and International Business, through the Administrator, action to be taken on requests by firms to determine their eligibility to make application for adjustment assistance under Sections 302(b)(1) and 302(c) of the Trade Expansion Act;

2 Establish procedures by which firms will apply for adjustment assistance;

3 Investigate and render assistance to applicant firms which are preparing proposals for their adjustment;

4 Contract with qualified consulting firms or individuals for the provision of advice and assistance to applicant firms;

5 Establish and maintain contact with other agencies providing adjustment assistance as defined in the Trade Expansion Act;

6 Recommend to the Secretary, through the Administrator, action to be taken on proposals for adjustment assistance submitted by firms under Section 311(b) of the Trade Expansion Act;

7 Refer certified adjustment proposals to appropriate Federal Government agencies for action;

8 Furnish adjustment assistance to firms whose adjustment proposals have been certified if such assistance cannot be obtained from other Federal agencies;

9 Establish procedures for investigation of progress toward adjustment objectives by firms receiving assistance under the Trade Expansion Act;

10 Perform investigations as necessary to insure compliance with regulations issued under the Trade Expansion Act;

11 Consult with appropriate officials of other Federal agencies on matters within the cognizance of those agencies as set forth in the Trade Expansion Act; and

12 Administer such regulations as may be necessary to assure the adequacy and effectiveness of the program for trade adjustment assistance, subject to applicable provisions of Title III of the Trade Expansion Act.

SEC. 10. *Administrative, publications, and related services.*

.01 Administrative management, budget, personnel and related administrative services are furnished to the Business and Defense Services Administration by the Office of Administration (DIB) pursuant to Department Order No. 189.

.02 Publications and information services are furnished to the Business and Defense Services Administration by the Office of Publications and Information (DIB) pursuant to Department Order No. 190.

Effective date: April 2, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3958; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 168 (Rev.)]

OFFICE OF FIELD SERVICES

General Functions and Responsibilities

The following order was issued by the Secretary of Commerce on April 2, 1964. This material supersedes the material appearing at 28 F.R. 8049 of August 7, 1963.

SECTION 1. *Purpose.* The purpose of this order is to continue the Office of

Field Services as a primary organization unit, and to describe the general functions and responsibilities of the Office of Field Services.

SEC. 2. *General.*

.01 The Office of Field Services is hereby continued as a primary organization unit of the Department of Commerce.

.02 The Office of Field Services shall be headed by a Director who shall report and be responsible to the Assistant Secretary for Domestic and International Business. The Director shall be assisted by a Deputy Director who shall perform the functions of the Director in the latter's absence.

.03 The Director, Office of Field Services, subject to such policies and directives as the Secretary of Commerce and the Assistant Secretary for Domestic and International Business may prescribe, shall be responsible for conducting the activities of the Office of Field Services as described herein.

SEC. 3. *General functions and responsibilities.*

.01 The Office of Field Services shall be responsible for carrying out the field programs of the Business and Defense Services Administration, the Bureau of International Commerce, the Office of Technical Services in the National Bureau of Standards, and the Office of Business Economics. In the discharge of these responsibilities the Office of Field Services shall:

1 Disseminate reports, data, and statistical information relating to business development and published by any bureau or office of the Department;

2 Provide staff support, in Washington and in the field, for the National and Regional Export Expansion Councils;

3 Administer the President's "E" Award Program, pursuant to Executive Order 10978 of December 5, 1961; and

4 Under the terms of any agreement between the Department of Commerce and another Government agency, the Office of Field Services may act as such agency's representative by disseminating to the business public information on the agency's policies and programs.

.02 The head of each organization unit whose field program is carried out under this order shall have authority and responsibility for determining all programs and policies governing Field Office activities pertaining to such organization unit. Such authority and responsibility shall be exercised through and in coordination with the Director, Office of Field Services.

.03 Continuing liaison shall be maintained between the Director, Office of Field Services and the head of each organization unit whose field program is carried out under this order to assure: (1) effective assistance to each Field Office in serving business and industry in its area, and (2) constructive feed-back of information from Field Offices to each affected organization unit which will help in evaluating current usefulness of program elements or which will highlight unsatisfied needs of business which should be considered in any program revision.

.04 Local and State associations, Chambers of Commerce, Boards of Trade, State development agencies, and similar organizations or groups shall be utilized to the fullest extent possible to increase the use and effectiveness of the services, facilities and published information and data of the Department, and to develop close relationships between the Department of Commerce and such organizations and the business public in the areas they serve. To this end, the Director of the Office of Field Services is authorized to enter into formal cooperative office agreements or appropriate informal arrangements as may be feasible with such agencies.

SEC. 4. *Administrative, publications, and related services.*

.01 The Office of Administration (DIB) shall furnish management, budget, personnel and related administrative services to the Office of Field Services pursuant to Department Order No. 189.

.02 The Office of Publications and Information (DIB) shall furnish publications and information services to the Office of Field Services pursuant to Department Order No. 190.

SEC. 5. *Transfer of personnel, funds, records, and property.*

.01 There are hereby transferred to the Office of Field Services all personnel, funds, records, and property heretofore assigned or available to the Bureau of International Commerce in connection with staff support for the National and Regional Export Expansion Councils and for the President's "E" Award Program.

.02 The Assistant Secretary for Administration, acting through appropriate offices of the Department, shall determine and arrange for the transfer of personnel, funds, records, and property of the Bureau of International Commerce as provided herein.

Effective date: April 2, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3959; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 168 (Rev.); Organization and Function Supp. (Rev.)]

OFFICE OF FIELD SERVICES

Organization and Assignment of Functions

This material supersedes the material appearing at 28 F.R. 8048-8049 of August 7, 1963.

SECTION 1. *Purpose.* The purpose of this Organization and Function Supplement is to prescribe the organization and to assign functions within the Office of Field Services.

SEC. 2. *Organization.*

.01 The Office of Field Services shall comprise the following organization units:

(Headquarters)

1 Office of the Director—
Director,
Deputy Director,
Assistant Director,

2 Executive Director, Export Expansion Councils

3 Operations Division

4 Trade Conferences Division

(Field)

5 Field Offices (located in principal cities as listed in Appendix A).

SEC. 3. *Functions of the Office of the Director.*

.01 The Director plans, supervises, coordinates, and executes all policies and programs of the Office of Field Services.

.02 The Deputy Director assists the Director in his duties, and carries out the functions and responsibilities of the Director in the latter's absence.

.03 The Assistant Director is responible for supervising the functions and activities of the Operations Division and the Trade Conferences Division.

SEC. 4. *Functions of headquarters organization units.*

.01 The Executive Director, Export Expansion Councils provides executive support to the Chairman of the National Export Expansion Council.

.02 The Operations Division is the focal point for coordination and evaluation of all program activities of the Office of Field Services. The functions performed by the Division in execution of its principal mission include, but are not limited to the following:

1 Maintain continuous liaison with Bureau of International Commerce, Business and Defense Services Administration, Office of Technical Services in the National Bureau of Standards, Office of Business Economics, other offices and bureaus of the Department, and other agencies for whom services are performed under inter-agency agreement, to assure that Field Offices are effectively fulfilling program needs on a continuing basis and that the program agencies act promptly on needs expressed by Field Offices;

2 Participate, at the planning and development stage, with any bureau or office of the Department or with any other agency of Government which is proposing a new program (or significant change in an existing program) to be implemented through Field Offices;

3 Review and evaluate Field Offices' performance to assure fulfillment of the Department's objectives by analysis of reports from either Field Offices or program agencies, in-the-field inspections, investigations of complaints or suggestions;

4 Take action, in light of evaluations, to improve Field Office operations;

5 Direct all phases of emergency readiness activities in the Office of Field Services; and

6 Plan and supervise the Cooperative Office Program in the Office of Field Services.

.03 The Trade Conferences Division provides secretariat and technical staff services for the National Export Expansion Council and technical staff services for the Regional Export Expansion Councils relating to implementation and coordination of program activities, processing of appointment, re-appointments, and termination of memberships; and administering the President's "E" Award

Program, including processing of applications, providing of secretariat services for Interagency Awards Committee, and arranging of presentation ceremonies.

SEC. 5. *Functions of offices in the field.*

.01 Each Field Office shall be headed by a Director who shall report and be responsible to the Director, Office of Field Services. The Field Office Director acts as the Department's representative in maintaining constructive relationships between the Department and representatives of business and industry, and other Government agencies in the area served. The staff of a Field Office, under the Director's supervision, works in continuous consultation with individuals and representatives of firms or associations concerned with any aspect of foreign or domestic commerce of the United States. Functions performed in all Field Offices are the same, though emphasis on specific functions may vary in accordance with the economic characteristics of the area served by a particular Field Office. Functions of a typical Field Office are as follows:

1 *International trade.* (1) With specific emphasis on the Department of Commerce program for expansion of the United States export trade, assists in the promotion of international trade, foreign investment and travel, by advising and consulting with exporters, importers, bankers, service agencies and trade associations, with respect to market and general economic conditions abroad and performs such other functions as are necessary in furthering the international trade promotion programs of the Department;

(2) Assists in the administration of the Export Control Act of 1949, as amended; and

(3) In accordance with the agreements entered into between the Department of Commerce and the Agency for International Development, and between the Department of Commerce and the Export-Import Bank, acts as representative of each of these agencies in disseminating to the business public information on such agency's policies and programs.

2 *Domestic trade.* (1) Assists businessmen and trade and industrial groups engaged in manufacturing, construction, distribution, banking, communications, advertising, publishing, transportation and other service trades by providing factual, analytical and interpretive data on commodities, products, industries, and marketing for use as basic guides for business in trade maintenance and expansion programs;

(2) Provides access to, and counseling service on, the facilities, publications, and reports of the Office of Technical services in the National Bureau of Standards; and

(3) Maintains contact with State, local, and industrial development groups to provide effective utilization of the services and facilities of the Area Redevelopment Administration.

3 *Defense production activities.* Assists and advises all segments of business with respect to the orders, regulations, policies, directives, priorities, allocations, inventory controls, conservation orders, and other actions of the Business and Defense Services Administration, taken under the authority of Title I of the Defense Production Act.

SEC. 6. *Administrative, publications, and related services.*

.01 Administrative management budget, personnel and related administrative services are furnished to the Office of Field Services by the Office of Administration (DIB) pursuant to Department Order No. 189.

.02 Publications and information services are furnished to the Office of Field Services by the Office of Publications and Information (DIB) pursuant to Department Order No. 190.

Effective date: April 2, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

OFFICE OF FIELD SERVICES—FIELD OFFICES

Albuquerque, N. Mex.	Kansas City, Mo.
Anchorage, Alaska.	Los Angeles, Calif.
Atlanta, Ga.	Memphis, Tenn.
Birmingham, Ala.	Miami, Fla.
Boston, Mass.	Milwaukee, Wis.
Buffalo, N.Y.	Minneapolis, Minn.
Charleston, S.C.	New Orleans, La.
Charleston, W. Va.	New York, N.Y.
Cheyenne, Wyo.	Philadelphia, Pa.
Chicago, Ill.	Phoenix, Ariz.
Cincinnati, Ohio.	Pittsburgh, Pa.
Cleveland, Ohio.	Portland, Oreg.
Dallas, Tex.	Reno, Nev.
Denver, Colo.	Richmond, Va.
Detroit, Mich.	St. Louis, Mo.
Greensboro, N.C.	Salt Lake City, Utah.
Hartford, Conn.	San Francisco, Calif.
Honolulu, Hawaii.	Santurce, Puerto Ric
Houston, Tex.	Savannah, Ga.
Jacksonville, Fla.	Seattle, Wash.

See local telephone directory under "United States Government—Commerce, Department of—Field Services" for address and telephone number.

[F.R. Doc. 64-3960; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 182 (Rev.)]

BUREAU OF INTERNATIONAL COMMERCE

General Functions

The following order was issued by the Secretary of Commerce on April 2, 1964. This material supersedes the material appearing at 28 F.R. 1073-1074 of February 2, 1963.

SECTION 1. *Purpose.* The purpose of this order is to continue the Bureau of International Commerce, delegate authority to the Director of the Bureau, and describe the general functions of the Bureau.

SEC. 2. *General.*

.01 Pursuant to the authority vested in the Secretary of Commerce by Reorganization Plan No. 5 of 1950, the Bureau of International Commerce is hereby continued as a primary organization unit of the Department of Commerce.

.02 The Bureau of International Commerce shall be headed by a Director who shall report and be responsible to the Assistant Secretary of Commerce for Domestic and International Business. The Director shall be assisted by a Deputy Director who shall perform the functions of the Director in the latter's absence.

SEC. 3. *Delegation of authority.*

.01 Pursuant to the authority vested in the Secretary of Commerce by Reorganization Plan No. 5 of 1950, and subject to such policies and directives as the Secretary of Commerce and the Assistant Secretary for Domestic and International Business may prescribe, the Director, Bureau of International Commerce, is hereby delegated the authority vested in the Secretary of Commerce relating to the international trade and investment of the United States by the applicable provisions of:

1 The Act of February 14, 1903 (32 Stat. 825), as amended (5 U.S.C. 596; 15 U.S.C. 175), to foster, promote and develop the foreign commerce and trade of the United States, and related provisions (15 U.S.C. 171 et seq.);

2 The Export Control Act of 1949 (63 Stat. 7) as amended and extended (50 U.S.C. App. 2021-2032), and Executive Orders 10945 of May 24, 1961, and 11038 of July 23, 1962, delegating the President's authority thereunder to control exports;

3 The Trade Expansion Act of 1962 (Public Law 87-794; 76 Stat. 872) and Executive Order 11075 of January 15, 1963, authorizing foreign trade agreements and tariff and other assistance (except the provisions dealing with the furnishing of adjustment assistance to firms and the Adjustment Assistance Advisory Board);

4 The Foreign Assistance Act of 1961 (Public Law 87-195; 75 Stat. 424) as amended (22 U.S.C. 2151 et seq.), and Section 302 of Executive Order 10973 of November 3, 1961, issued pursuant thereto, relating to drawing the attention of private enterprise to investment opportunities abroad;

5 The Mutual Educational and Cultural Exchange Act of 1961 (Public Law 87-256; 75 Stat. 527) (22 U.S.C. 2451 et seq.), Executive Order 11034 of June 25, 1962, and delegation of authority dated June 25, 1962 from the Director, United States Information Agency, dealing with U.S. participation in international fairs, expositions and trade missions abroad;

6 The Mobile Trade Fairs Act of 1962 (Public Law 87-839; 76 Stat. 1074);

7 The Trade Fair Act of 1959 (Public Law 86-14; 73 Stat. 18) (19 U.S.C. 1751-1756) relating to the designation of domestic trade fairs which are in the public interest in promoting trade;

8 The Foreign Trade Zones Act of June 18, 1934 (48 Stat. 998) as amended (19 U.S.C. 81a-81u), dealing with the establishment and operation of foreign trade zones within the United States;

9 The China Trade Act, 1922 (42 Stat. 849), as amended (15 U.S.C. 141 et seq.) (except the provisions authorizing issuance of certificates of incorporation of China Trade Act Corporations), and Section 914(b), Internal Revenue Code of 1954 (26 U.S.C. 914(b)) dealing with certification of special dividend distributions; and

10 The Internal Revenue Code of 1954 (72 Stat. 1282) as amended (26

U.S.C. 4221), and the Tariff Act of 1930 (46 Stat. 690) as amended (19 U.S.C. 1309), insofar as they relate to findings with respect to exemptions from taxes and import duties on supplies and equipment for aircraft.

.02 The Director of the Bureau of International Commerce may redelegate his authority to appropriate officials of the Bureau of International Commerce or to any other appropriate officer or agency of the U.S. Government, subject to such conditions in the exercise of such authority as he may prescribe.

SEC. 4. *General functions.*

.01 The Bureau of International Commerce shall:

1 Foster the economic strength and national security of the United States by promoting and protecting its foreign commerce;

2 Stimulate the participation of U.S. private enterprise in, and its expansion of, international trade and investment by all appropriate means;

3 Recommend policies, programs and procedures to the Assistant Secretary for Domestic and International Business which will enhance the foreign commerce of the United States;

4 Provide recommendations leading to the development of Department policy in the field of international investment and export financing and develop appropriate programs and procedures to ensure their effective implementation;

5 Assist in opening new, or protecting and maintaining old, markets for U.S. private enterprise abroad through negotiations with other nations bilaterally or through international organizations and conferences, in cooperation with the Department of State;

6 Manage export promotion and expansion facilities such as trade fairs, trade missions, trade centers, and sample fairs and develop other techniques to stimulate non-exporting U.S. businesses to participate in overseas markets, or to enlarge sales for present exporters.

7 Review and approve on behalf of the Secretary national program activities developed by the National Export Expansion Council for execution by the Regional Export Expansion Councils;

8 Administer the Foreign Trade Zones Act under the policies established by the Foreign Trade Zones Board and advise the business community of the uses of foreign trade zones;

9 Collect, organize, and analyze information obtained from the Foreign Service and other sources and disseminate such information to the business community and other end-users regarding (1) the economic, commercial, industrial and financial structure of countries with which the U.S. maintains trade relations; (2) the identity of overseas importers, exporters and manufacturers of potential interest to U.S. business; (3) the investment opportunities in the United States for potential foreign investors, and opportunities for investment in developing overseas areas for U.S. investors; and (4) export and import statistics;

10 Assist in the development of, and make recommendations on, the Department's position in all phases of international trade, commercial and financial policy, help broaden U.S. export opportunities by preparing for and participating in tariff negotiations pursuant to the Trade Expansion Act of 1962, and collaterally seek the elimination or reduction of non-tariff barriers;

11 Administer the export control program;

12 Develop recommendations concerning U.S. Government positions on proposed international commodity agreements, and furnish technical advice and assistance in preparations for and support of U.S. negotiations with foreign governments concerning international trade and commodity problems; and

13 Develop and maintain plans to ensure the continuity of the essential functions of the Bureau in the event of a national emergency.

.02 The Director shall have the authority and responsibility for determining all programs and policies governing domestic and foreign field activities pertaining to the responsibilities of the Bureau of International Commerce. Such authority and responsibility shall be exercised through and in coordination with the Directors of the Offices of Field Services and Foreign Commercial Services.

SEC. 5. *Administrative, publications, and related services.*

.01 The Office of Administration (DIB) shall furnish management, budget, personnel and related administrative services to the Bureau of International Commerce pursuant to Department Order No. 189.

.02 The Office of Publications and Information (DIB) shall furnish publications and information services to the Bureau of International Commerce pursuant to Department Order No. 190.

SEC. 6. All outstanding delegations, rules, regulations, orders, certificates, licenses and other actions issued by or relating to the Bureau of International Commerce and its predecessor organizations or any official thereof, shall remain in effect until amended or revoked by proper authority.

Effective date: April 2, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3961; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 182, Amdt. No. 2; Organization and Function Supp.]

BUREAU OF INTERNATIONAL COMMERCE

Organization and Functions

The material appearing at 28 F.R. 1074-1077 of February 2, 1963, as amended by the material appearing at 28 F.R. 4773 of May 11, 1963, is further amended as follows:

The Organization and Function Supplement dated February 1, 1963 (as amended) to Department Order No. 182 is hereby further amended in the following particulars:

1. In section 2.01, under item 1, delete "Office of Publications and Information," and "Office of Administration."

2. In section 2.01, under item 2, add "International Resources Policy Division."

3. In section 2.01, under item 5, delete "Trade Conference Staff."

4. Add as new sentence to section 3.01: "In addition, the Director reviews and approves on behalf of the Secretary the national program activities developed by the National Export Expansion Council for execution by the Regional Export Expansion Councils."

5. Delete sections 3.08 and 3.09.

6. Under section 4 add as new item 12:

12 Develop recommendations concerning U.S. Government positions on proposed international commodity agreements, and furnish technical advice and assistance in preparation for and support of U.S. negotiations with foreign governments concerning international trade and commodity problems.

7. Under section 7, delete items 11 and 12, and renumber item 13 as item 11.

8. Add as new section 9:

SEC. 9. *Administrative, publications, and related services.*

.01 Administrative management, budget, personnel and related administrative services are furnished to the Bureau of International Commerce by the Office of Administration (DIB) pursuant to Department Order No. 189.

.02 Publications and information services are furnished to the Bureau of International Commerce by the Office of Publications and Information (DIB) pursuant to Department Order No. 190.

9. Renumber the present section 9, "Effect on Other Orders" as section 10.

Effective date: April 2, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3962; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 189]

OFFICE OF ADMINISTRATION FOR DOMESTIC AND INTERNATIONAL BUSINESS

Establishment and General Functions

The following order was issued by the Secretary of Commerce on December 20, 1963.

SECTION 1. *Purpose.* The purpose of this order is to establish the Office of Administration for Domestic and International Business, to delegate authority to the Director of the Office, and to describe the general functions of the Office.

SEC. 2. *Establishment and direction.*

.01 Pursuant to the authority vested in the Secretary of Commerce by law there is hereby established the Office of Administration for Domestic and International Business (DIB).

.02 The Office of Administration (DIB) shall be headed by a Director who shall report and be responsible to the Assistant Secretary of Commerce for Domestic and International Business. The Director shall be assisted by a Deputy Director who shall also perform the

functions of the Director in the latter's absence.

SEC. 3. *Delegation of authority.*

.01 Subject to such policies, directives and delegations of authority as may be issued by the Secretary of Commerce and the Assistant Secretary for Domestic and International Business, and in accordance with applicable Department and Administrative Orders, the Director, Office of Administration (DIB) is hereby authorized to conduct all administrative management activities and serve as the administrative officer for all operating organization units under the jurisdiction of the Assistant Secretary for Domestic and International Business.

.02 The Director, Office of Administration (DIB) is hereby authorized to exercise, on behalf of the heads of operating organization units reporting to the Assistant Secretary for Domestic and International Business, the administrative management authorities delegated to the heads of primary organization units by Department and Administrative Orders.

.03 The authority delegated herein shall be exercised only in consultation with the relevant subject matter office or bureau head, and with the concurrence of the Assistant Secretary for Domestic and International Business.

SEC. 4. *General functions.*

.01 The Director, Office of Administration (DIB) shall be the principal assistant and adviser to the Assistant Secretary for Domestic and International Business on administrative management activities.

.02 The Office of Administration shall:

1 Be the liaison with counterpart offices reporting to the Assistant Secretary for Administration and similar offices of other departments and agencies;

2 Review and coordinate budget requirements and prepare and control fiscal plans and programs for domestic and foreign activities;

3 Administer the personnel management program;

4 Provide leadership and direction in planning, organizing, developing and executing comprehensive administrative management programs for all organization units under the jurisdiction of the Assistant Secretary for Domestic and International Business;

5 Provide administrative management services except those provided by the staff service offices under the Assistant Secretary for Administration; and

6 Develop, coordinate and maintain an administrative readiness capability to support the essential emergency readiness functions of domestic and international business organization units.

SEC. 5. *Organization and assignment of functions.* An Organization and Function Supplement to this order, prescribing the organization and assignment of functions within the Office of Administration (DIB), shall be developed and issued by the Director with the approval of the Assistant Secretary for Domestic and International Business and the Assistant Secretary for Administration.

SEC. 6. *Transfer of personnel, records, and property.*

.01 The personnel, records, and property of the Bureau of International Commerce, Business and Defense Services Administration, Office of Field Services, Office of Foreign Commercial Services and Office of Trade Adjustment heretofore allocated to the functions and activities described in this order are transferred to the Office of Administration (DIB).

.02 The Assistant Secretary for Administration, acting through appropriate offices of the Department, shall determine and arrange for the transfer of personnel, records, and property of the Bureau of International Commerce, Business and Defense Services Administration, Office of Field Services, Office of Foreign Commercial Services and Office of Trade Adjustment as provided herein.

Effective date: December 20, 1963.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3963; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 189; Organization and Function Supp.]

OFFICE OF ADMINISTRATION FOR DOMESTIC AND INTERNATIONAL BUSINESS

Organization and Assignment of Functions

SECTION 1. *Purpose.* The purpose of this Organization and Function Supplement is to prescribe the organization and to assign functions within the Office of Administration for Domestic and International Business.

SEC. 2. *Organization.*

.01 The Office of Administration for Domestic and International Business (DIB) provides administrative management services (except those provided by the staff service offices under the Assistant Secretary for Administration) to the Business and Defense Services Administration, Bureau of International Commerce, Office of Field Services, Office of Foreign Commercial Services, and Office of Publications and Information (DIB) hereafter in this order referred to as "the operating units."

.02 The Office of Administration (DIB) shall consist of the following organization units:

1 Office of the Director—
Director,
Deputy Director,
Assistant Director,

2 Budget and Finance Division;

3 Management and Organization Division;

4 Personnel Division;

5 Administrative Services Division;

SEC. 3. *Functions of the Office of the Director.*

.01 The Director determines the policy, directs the programs, and is responsible for the conduct of all activities of the Office of Administration (DIB).

02. The Deputy Director assists the Director in all matters affecting the Office of Administration (DIB), and performs the duties of the Director during the latter's absence.

.03 The Assistant Director is specifically responsible for contracting and administrative services activities.

SEC. 4. *Functions of the Budget and Finance Division.* The Budget and Finance Division is responsible for development and administration of fiscal programs for domestic and overseas activities; formulation, presentation, and execution of budgets for the operating units; administration and control of trust funds, allocations, and working funds; financial and budgetary controls; fiscal reports; fiscal planning for emergency readiness; and liaison with the Department's Office of Budget and Finance.

SEC. 5. *Functions of the Management and Organization Division.* The Management and Organization Division is responsibile for organization planning; management surveys and analysis, including automatic data processing; procedures and directives; management improvement; program reporting and evaluation; committee management; workload projections; work measurement; organization and management planning for emergency readiness; and liaison with the Department's Office of Management and Organization.

SEC. 6. *Functions of the Personnel Division.* The Personnel Division is responsible for development and administration of personnel management programs which include recruitment, placement, employee development and career planning, position classification, performance evaluation, employee relations and services, personnel planning for emergency readiness, and liaison with the Department's Office of Personnel.

SEC. 7. *Functions of the Administrative Services Division.* The Administrative Services Division is responsible for property and supply management, including that used in overseas trade fair exhibits under the cognizance of the Bureau of International Commerce; procurement; space management; safety; physical and documentary security; correspondence management and control; records management; forms management and control; communications; foreign and domestic travel services; administrative services activities for emergency readiness; liaison with the Department's Office of Administrative Services; and other services as assigned by the Director, Office of Administration (DIB).

Effective date: April 2, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3964; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 190]

OFFICE OF PUBLICATIONS AND INFORMATION FOR DOMESTIC AND INTERNATIONAL BUSINESS

Establishment and General Functions

The following order was issued by the Secretary of Commerce on December 20, 1963.

SECTION 1. *Purpose*. The purpose of this order is to establish the Office of Publications and Information for Domestic and International Business, to delegate authority to the Director of the Office, and to describe the general functions of the Office.

SEC. 2. *Establishment and direction*. .01 Pursuant to the authority vested in the Secretary of Commerce by law there is hereby established the Office of Publications and Information for Domestic and International Business (DIB).

.02 The Office of Publications and Information (DIB) shall be headed by a Director who shall report and be responsible to the Assistant Secretary for Domestic and International Business subject to the policy guidance and coordination of the Special Assistant to the Secretary for Public Affairs. The Director shall be assisted by a Deputy Director who shall perform the functions of the Director in the latter's absence.

SEC. 3. *Delegation of authority*. .01 Subject to such policies, directives and delegations of authority as may be issued by the Secretary of Commerce and the Assistant Secretary for Domestic and International Business, and in accordance with applicable Department and Administrative Orders, the Director, Office of Publications and Information (DIB) is hereby authorized to conduct all publications and information activities for all operating organization units under the jurisdiction of the Assistant Secretary for Domestic and International Business.

.02 The authority delegated herein shall be exercised only in consultation with the relevant subject matter office or bureau head, and with the concurrence of the Assistant Secretary for Domestic and International Business.

SEC. 4. *General functions*. .01 The Office of Publications and Information (DIB) is a central service unit providing complete publications and information service to each of the operating organization units under the jurisdiction of the Assistant Secretary for Domestic and International Business.

.02 The Director shall be the adviser to the head of each operating organization unit under the jurisdiction of the Assistant Secretary for Domestic and International Business on publications and information matters, conduct and be responsible for the management of the publications programs of these operating organization units, including the review and editing of publications, and conduct an information program under the general policy guidance of the Department's Office of Public Information.

SEC. 5. *Organization and assignment of functions*. An Organization and Function Supplement to this order, prescribing the organization and assignment of functions within the Office of Publications and Information (DIB) shall be developed and issued by the Director with the approval of the Assistant Secretary for Domestic and International Business and the Assistant Secretary for Administration.

SEC. 6. *Transfer of personnel, records, and property*. .01 The personnel, records, and property of the Bureau of International Commerce, Business and Defense Services Administration, Office of Field Services, Office of Foreign Commercial Services, and Office of Trade Adjustment heretofore allocated to the functions and activities described in this order are transferred to the Office of Publications and Information (DIB).

.02 The Assistant Secretary for Administration, acting through appropriate offices of the Department, shall determine and arrange for the transfer of personnel, records, and property of the Bureau of International Commerce, Business and Defense Services Administration, Office of Field Services, Office of Foreign Commercial Services, and Office of Trade Adjustment as provided herein.

Effective date: December 20, 1963.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3965; Filed, Apr. 21, 1964; 8:49 a.m.]

[Dept. Order No. 190; Organization and Function Supp.]

OFFICE OF PUBLICATIONS AND INFORMATION FOR DOMESTIC AND INTERNATIONAL BUSINESS

Organization and Assignment of Functions

SECTION 1. *Purpose*. The purpose of this Organization and Function Supplement is to prescribe the organization and assign functions within the Office of Publications and Information for Domestic and International Business.

SEC. 2. *Organization*. .01 The Office of Publications and Information for Domestic and International Business (DIB) provides publications and information services to the Business and Defense Services Administration, Bureau of International Commerce, Office of Field Services, Office of Foreign Commercial Services, and Office of Administration (DIB), hereafter in this order referred to as "the operating units."

.02 The Office of Publications and Information (DIB) shall consist of the following organization units:

1 Office of the Director—
Director,
Deputy Director,
"International Commerce" Staff,
Speaker and Exhibits Assignment Staff,
2 Publications Division;
3 Information Division;
4 Graphics Division.

SEC. 3. *Functions of the Office of the Director*. .01 The Director determines the policy, directs the programs, and is responsible for the conduct of all activities of the Office of Publications and Information (DIB).

.02 The Deputy Director assists the Director in all matters affecting the Office of Publications and Information (DIB), and performs the duties of the Director in the latter's absence.

.03 The "International Commerce" Staff is responsible for the content, editing and production of the Bureau of International Commerce's official weekly news magazine, "International Commerce".

.04 The Speaker and Exhibits Assignment Staff advises the Director, Office of Publications and Information (DIB) of significant events of concern to the Assistant Secretary for Domestic and International Business at which this area should be represented by speakers and/or exhibits; informs Information Division of scheduled speaking engagements; and schedules and routes all exhibits and exhibit material, including publications supplemental to speaking engagements.

SEC. 4. *Functions of the Publications Division*. The Publications Division is responsible for the development and recommendation of publishing and publications policies for the operating units; development of standards relating to essentiality, utility, content, format and style of publications; review and approval of proposals for publications projects; the contents, editing, design, illustration and production of all publications except "International Commerce"; and sole liaison between any of the operating units and the Department's Office of Publications.

SEC. 5. *Functions of the Information Division*. The Information Division is responsible for providing information services for the operating units. The Division recommends policies governing domestic and international business information programs and carries out such information programs, including writing and communicating press releases, initiating and arranging media interviews with, and writing speech material for, officials of the operating units, preparing feature articles for publications; and maintains liaison with the Department's Office of Public Information.

SEC. 6. *Functions of the Graphics Division*. The Graphics Division is responsible for conceiving, initiating, and designing graphic and illustrative material for the operating units, including that for "International Commerce" and special publications; it also initiates, designs and produces Domestic and International Business exhibits for use in the United States. The Division operates the central photographic and illustrations library for the operating units.

Effective date: April 2, 1964.

HERBERT W. KLOTZ,
Assistant Secretary for Administration.

[F.R. Doc. 64-3966; Filed, Apr. 21, 1964; 8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 14493]

EASTERN AIR LINES, INC.

Redesignation of Philadelphia, Pa.-Wilmington, Del.; Notice of Postponement of Prehearing Conference

By letter dated April 17, 1964, the New Castle County Airport Commission requested a postponement of the prehearing conference in the above-entitled proceeding which is now assigned to be held on April 21, 1964. For the reasons set forth in the Commission's letter the prehearing conference is hereby postponed for a period of two weeks and is now assigned to be held before the undersigned Examiner on May 5, 1964, at 10:00 a.m., e.d.t., in Room 803, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

Dated at Washington, D.C., April 17, 1964.

[SEAL] RICHARD A. WALSH, *Hearing Examiner.*

[F.R. Doc. 64-3983; Filed, Apr. 21, 1964; 8:51 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15415; FCC 64-310]

COMMUNITY ANTENNA TELEVISION SYSTEMS

Acquisition by Television Broadcast Licensees; Notice of Inquiry

1. The Commission's continuing concern with the role of community antenna television systems (CATV) in relation to television broadcasting is by now a familiar matter, the history of which need not be repeated here. Recently, however, a more restricted aspect of the problem has been forcefully presented to the Commission as deserving its particular and urgent attention. In Lompoc Valley Cable TV, FCC 64-170, adopted March 4, 1964, the Commission was faced with the question,

> * * * [A]s a matter of policy, whether a multiple owner should be permitted to acquire * * * extensive holdings in the community antenna field or whether the policy underlying the Commission's multiple ownership rules requires that the Commission strive to prevent such entry.

The quoted question was not then answered since the Commission determined that a hearing was required on independent grounds and, in addition, that a pending application (2400-C1-TC-(9)-64) for transfer of Lompoc Valley's parent corporation, H & B Microwave Corporation, to Video Independent Theatres, Inc., a subsidiary of RKO General, Inc., would "provide a more convenient vehicle for Commission consideration." The following week, on March 11, 1964, the Commission adopted its opinion in Rust Craft Broadcasting Company, FCC 64-208, in which, although it consented to the transfer of control of a television broadcast station in Clarksburg, West Virginia, to a CATV system operator in that city, it stated, in relevant part, that

> [W]e regard situations of this kind with growing concern and therefore propose in the near future to institute an inquiry into the problem of joint ownership of CATV systems and television stations in the same communities. Pending that event, we serve notice that any applications involving such combined ownership—however accomplished—will be carefully scrutinized and may, in appropriate cases, be deferred until we finally develop a long range policy with respect to this problem.

The issues raised in these cases prompt the present inquiry.

2. In addition, other recent activities illustrate the increasing problems facing the Commission in this general area. For example, a television broadcast licensee in Dayton has applied to the Dayton City Council for a franchise to operate a CATV system in Dayton. Similarly, the television station licensee in Utica, New York, has obtained a franchise for a community antenna system to serve Utica, and applications for microwave relay facilities to serve the system are presently before the Commission. Apart from these specific cases, there have been many instances in which television broadcasters have acquired ownership interests in the CATV field outside of their own service areas. These acquisitions, of course, do not require Commission approval unless authorizations issued by the Commission are involved.[1] The Commission believes that now is the appropriate time to institute an inquiry looking toward establishing and clarifying our policy with respect to broadcast licensee ownership of CATV systems. If we are to carry out our statutory responsibilities in this field, policy determinations must be made without further delay.

3. Section 73.636 of the Commission's rules, the multiple ownership rules, is the codification of the Commission's policy regarding multiple ownership. It expresses the Commission's desire to encourage competition in the broadcast industry, and, at the same time, encourage the diversification of control of broadcast facilities. The background of this position is sufficiently established so that it does not require an extensive restatement at this time. See amendment of §§ 3.35, 3.240 and 3.636 of the Rules and Regulations relating to Multiple Ownership of AM, FM, and Television Broadcast Stations, 9 R.R. 1563.

4. The relationship of television broadcast licensee ownership of CATV systems to our multiple ownership rules has been brought into focus by the pending proposal to transfer the interests of H & B American Corporation to a subsidiary of RKO General, Inc., one of the nation's large multiple owners,[2] and the other situations referred to above. Clearly, the H & B matter poses the problem in acute form, since even though joint television-CATV ownership may serve the public interest in some special circumstances,[3] grant of this application would put under common control one of the largest owners of television broadcast stations and probably the largest group of CATV systems in the country. Before it acquiesces in the formation of such an entity, the Commission believes it to be necessary to seek a basis for estimating the impact that acquisitions such as that contemplated by RKO General might have on its multiple ownership and other public interest policies.[4]

5. A final question which was presented in Rust Craft Broadcasting Company, supra, deserves consideration in this general inquiry. We there stated that, "Where a CATV operator seeks to acquire the only television station in the community, questions are presented which normally do not arise in connection with transfer applications. We believe it more healthy to have these entities—which compete with each other for the attention and support of the public—in separate hands in the ordinary case. * * * The principal concern in these situations is whether a CATV owner may place that part of his operations first, and may therefore subordinate the welfare of the television station to the interests of a more lucrative cable operation." We determined in the Rust Craft case that special circumstances there were such that the hazard, although not totally absent, was outweighed by other considerations. However, we believe that the Rust Craft case points up a potentially serious problem and we take this opportunity of inviting more general comment on the question of the possible conflict of interest arising from joint television station and CATV ownership in the same area. We also invite comment on the question of whether potential problems, pertinent to the public interest, might arise out of joint ownership of television broadcast

[1] It would, however, be appropriate to consider the impact of these acquisitions on the public interest in passing upon applications for renewal of the broadcast licenses involved.

[2] On March 18, 1964, the Commission adopted a letter notifying H & B American Corporation and Video Independent Theatres, Inc., subsidiary of RKO General, that action on their application for transfer of control would be withheld pending conclusion of the proceeding instituted by the present Notice of Inquiry. RKO General, Inc., presently owns four VHF and one UHF television stations in the United States and one VHF station in Windsor, Canada, which serves the Detroit, Michigan area.

[3] For example, see Prairie States Broadcasting Company, Inc., FCC 64-158.

[4] As a further matter, we note that some CATV systems originate news, weather, etc., and that there is a potential for further development by the CATV system in this respect. The Commission has not studied the matter in detail and takes no position at this time as to whether program origination by a CATV is or is not in the public interest. But clearly such program origination, and its potential, raise a consideration under the multiple ownership rules. For this reason, we are seeking information on the extent to which such originations exist.

stations and CATV systems whether or not they are located in the same area.

6. For the purpose of obtaining pertinent information on the problems described above, an inquiry is hereby instituted. Views and data are invited from the broadcasting industry, the CATV industry, and any other interested groups or members of the public. Comments directed to the following questions will be of particular value to the Commission in this inquiry. The listing of these questions should not be construed, however, as limiting in any way the area of comment directed to this problem and solicited in this inquiry.

A. To what extent do television broadcast licensees now own interests in CATV systems:

(1) Within their predicted Grade B contours,

(2) Outside of their predicted Grade B contour.

B. To what extent and in what manner do CATV systems originate any programming, including commercial announcements, which they furnish to their subscribers?

It is requested specifically that each party filing comments in this proceeding answer the first two questions to the extent they are applicable to its own situation. Additionally, the Commission welcomes information on these matters from other parties, such as trade associations, which may have such information in its possession.

C. To what extent, if any, does ownership of CATV systems, or interests therein, by television broadcast licensees conflict with § 73.636(a)(2) of the Commission's rules relating to concentration of control, or the policies underlying such rule?

(1) If such conflict exists, should CATV interests be considered as television broadcast interests under the numerical limits of § 73.636(a)(2) of the Commission's rules?

(2) If it is determined that CATV interests should be so considered, what should be the definition of a CATV system requiring treatment in this manner?

(3) Should such classification depend in any way upon whether or not the CATV system originates any of the programming which it furnishes to its subscribers?

(4) Apart from the numerical limitations, under what conditions, if any, should a television broadcast licensee be permitted to own interests in CATV systems located outside the area served by the licensee's television broadcast station?

(5) Should any special significance attach to ownership by television broadcast licensees of CATV systems which carry the signals of television broadcast stations which they own into other separate and distinct communities?

D. Under what conditions, if any, should television broadcast licensees be permitted to own CATV systems, or interest therein, where the CATV systems serve portions of the area served by the licensee's television broadcast station? In any event, should the Commission permit ownership of a CATV system by a television broadcast licensee in the principal city or cities served by the licensee's television broadcast station? If so, in what circumstances and under what conditions?

E. Apart from considerations relating to the Commission's multiple ownership rules (§ 73.636), and the policies underlying such rules, does ownership by a television broadcast licensee of CATV interests in substantially the same area or in different areas raise any question of conflict of interest detrimental to the public interest in television broadcasting?

7. We repeat what we stated in Rust Craft—that applications involving combined ownership of CATV and television broadcast interests—however accomplished (i.e., either by the CATV seeking to acquire the broadcast license as in Rust Craft or the broadcast licensee seeking assignment of microwave authorizations of the CATV system—and see also Note 1, supra) will be carefully scrutinized and, where appropriate, deferred until we finally develop a long range policy in this field. An applicant, seeking to avoid such deferment, should accompany his application with a clear and compelling showing as to how the public interest would be served by an immediate grant thereof, instead of deferment until the establishment of a policy in this area.

8. In view of the foregoing, the Commission invites comments on the matters set forth above. Authority for the institution of this proceeding is found in Section 403 of the Communications Act of 1934, as amended.

9. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before June 19, 1964, and reply comments on or before July 20, 1964. 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.

10. 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.

Adopted: April 15, 1964.

Released: April 16, 1964.

FEDERAL COMMUNICATIONS COMMISSION,[5]
[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-3976; Filed, Apr. 21, 1964; 8:51 a.m.]

[5] Commissioner Ford absent.

FEDERAL MARITIME COMMISSION

[Commission Order 201.1, Amdt. 6]

DIRECTOR, BUREAU OF DOMESTIC REGULATION

Redelegation of Authority With Respect to Freight Forwarder Licensing

The purpose of this amendment is to redelegate to the Director, Bureau of Domestic Regulation, additional authority with respect to freight forwarder licensing as hereinafter provided.

Accordingly, section 6.03 of the basic order is hereby amended as follows:

Authority to (a) process, within the framework of prescribed Commission policy and criteria, applications for licenses and to issue licenses approved by the Managing Director to persons, partnerships, corporations, or associations desiring to engage in the business of ocean freight forwarding; (b) reissue or transfer, within the framework of Commission policy and criteria, freight forwarder licenses; (c) prepare recommendations to the Managing Director for the denial of licenses, or rescind letters of intent to deny; (d) deny any application for freight forwarder license where applicant has received a letter of intent to deny and, within the notice period, has not requested a hearing or has not furnished the required security; (e) grant extensions of the time specified in letters of intent to deny licenses; (f) revoke the grandfather rights of applicants who have requested withdrawal of the application, moved from their last known address and reasonable efforts to locate their present whereabouts have failed, or been denied a license in accordance with subsection (d) of this section.

TIMOTHY J. MAY,
Managing Director.

APRIL 8, 1964.

[F.R. Doc. 64-3942; Filed, Apr. 21, 1964; 8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-10154 etc.]

AMERICAN PETROFINA, INC., ET AL.

Order Amending Order Issuing Certificate of Public Convenience and Necessity et al.

APRIL 16, 1964.

American Petrofina, Incorporated (Successor to E. H. Adair, d.b.a. Adair Oil Company), Docket Nos. G-10154 and CI63-1126; E. H. Adair, d.b.a. Adair Oil Company and American Petrofina, Incorporated, Docket No. RI62-399.[1]

On March 7, 1963, American Petrofina, Incorporated (Applicant) filed in Docket No. CI63-1126 an application pursuant to section 7(c) of the Natural Gas Act for authorization to sell and deliver natural gas in interstate commerce to Cities Service Gas Company for resale from the Blunk and Hardtner Fields, Barber County, Kansas, all as more fully set forth in the application.

Applicant proposes to sell and deliver natural gas pursuant to a contract which was designated E. H. Adair, d.b.a. Adair Oil Company, FPC Gas Rate Schedule No. 1, as supplemented, and subsequently redesignated American Petrofina, Incorporated, FPC Gas Rate Schedule No. 31, as supplemented. The presently effective rate under said rate schedule is in effect subject to refund in Docket No. RI62-399. Applicant has submitted its

[1] Consolidated with Docket No. AR64-1, et al.

agreement and undertaking in said proceeding to refund those amounts collected in excess of the amount found by the Commission to be just and reasonable.

E. H. Adair, d.b.a. Adair Oil Company, was authorized to render the subject service in Docket No. G-10154.

After due notice, no petition to intervene, notice of intervention, or protest to the granting of the application has been filed.

The Commission finds:

(1) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the order issuing a certificate of public convenience and necessity in Docket No. G-10154 to E. H. Adair, d.b.a. Adar Oil Company, should be amended by substituting American Petrofina, Incorporated, as certificate holder, as applied for in Docket No. CI63-1126, and Docket No. CI63-1126 should be cancelled.

(2) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that American Petrofina, Incorporated, should be made a co-respondent with E. H. Adair, d.b.a. Adair Oil Company, in the proceeding in Docket No. RI62-399, that said proceeding be redesignated accordingly, and that the agreement and undertaking submitted by American Petrofina, Incorporated, in said proceeding be accepted for filing.

The Commission orders:

(A) The order issuing a certificate of public convenience and necessity in Docket No. G-10154 to E. H. Adair, d.b.a. Adair Oil Company, be and the same is hereby amended by substituting American Petrofina, Incorporated, as certificate holder, and in all other respects said order shall remain in full force and effect.

(B) Docket No. CI63-1126 is hereby cancelled.

(C) American Petrofina, Incorporated, be and is hereby joined as a co-respondent with E. H. Adair, d.b.a. Adair Oil Company, in the pending rate proceeding in Docket No. RI62-399, and said proceeding is hereby redesignated accordingly.

(D) The agreement and undertaking submitted by American Petrofina, Incorporated, in Docket No. RI62-399 be and the same is hereby accepted for filing.

(E) American Petrofina, Incorporated, shall comply with the refunding and reporting procedure required under the Natural Gas Act and § 154.102 of the regulations thereunder, and the agreement and undertaking filed in said docket shall remain in full force and effect until discharged by the Commission.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE, *Secretary.*

[F.R. Doc. 64-3927; Filed Apr. 21, 1964; 8:47 a.m.]

[Docket No. CP64-204]

COLORADO INTERSTATE GAS CO.

Notice of Application

APRIL 16, 1964.

Take notice that on March 16, 1964, as supplemented on March 26 and March 27, 1964, Colorado Interstate Gas Company (Applicant), Colorado Springs National Bank Building, Colorado Springs, Colorado, filed in Docket No. CP64-204 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the operation of two existing meter stations and the sale and delivery of up to 50,000 Mcf of natural gas per day in the Kansas Hugoton Field for a three year period to Kansas-Nebraska Natural Gas Company, Inc. (Kansas-Nebraska), all as more fully set forth in the application, as supplemented, on file with the Commission and open to public inspection.

The application shows the proposed deliveries will be made at existing interconnections of Applicant's and Kansas-Nebraska's systems in Kearny and Finney Counties, Kansas.

Pursuant to an agreement, dated February 26, 1964, between Applicant and Kansas-Nebraska gas will be sold at a rate of 12.5 cents per Mcf. Further, Kansas-Nebraska has agreed to take or pay for a minimum volume of 20,000,000 Mcf during the three-year term of the agreement. All deliveries herein proposed shall be subject to curtailment by Applicant to accommodate its other system requirements.

Applicant states that it has a supply of gas temporarily in excess of its current market requirements and that, therefore, it is continually attempting to make short-term sales pending future disposition of gas on a long-term basis. Applicant further states that the proposed short-term sale will assist in reducing the possibility of having to pay for gas not taken or of having to make gas supply prepayments and in minimizing possible liability under its leases.

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

Take further notice that preliminary staff analysis has indicated that there are no problems which would warrant a recommendation that the Commission designate this application for formal hearing before an examiner and 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 may be held without further notice before the Commission on this application provided no protest or petition to intervene is filed within the time required herein. 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.

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before May 11, 1964.

JOSEPH H. GUTRIDE, *Secretary.*

[F.R. Doc. 64-3928; Filed, Apr. 21, 1964; 8:47 a.m.]

[Docket No. CP64-189]

MONTANA DAKOTA UTILITIES CO.

Notice of Application

APRIL 16, 1964.

Take notice that on February 26, 1964, Montana-Dakota Utilities Company (Applicant), a Delaware corporation with its principal place of business in Minneapolis, Minnesota, filed an application in Docket No. CP64-189, pursuant to section 7(c) of the Natural Gas Act, for a certificate of public convenience and necessity authorizing it to construct and operate the facilities described as follows:

1. Approximately 600 feet of 3½" O.D. pipeline in the Pennel-Lookout Butte fields located in the NW¼, NW¼ of Section 29, T 7 N, R 60 E, Fallon County, Montana, to transport gas from Continental Oil Company's residue gas outlet to an existing pipeline.

2. A gas measurement station to meter residue gas to be purchased from Continental Oil Company in the Pennel-Lookout Butte fields in Fallon County, Montana.

Applicant states that the proposed facilities are for the purpose of transporting residue gas to be purchased from the Continental Oil Company in the Pennel-Lookout Butte oil fields of Fallon County, Montana.

Applicant's request for temporary authority to proceed with construction pending final determination of its application was granted by the Commission on April 10, 1964, by a letter.

The estimated cost of the facilities is $4,250, which will be financed through internally generated funds.

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

Take further notice that preliminary staff analysis has indicated that there are no problems which would warrant a recommendation that the Commission designate this application for formal hearing before an examiner and 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 may be held without further notice before the Commission on this application provided no protest or petition to intervene is filed within the time required herein. 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.

Protest 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 May 4, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-3929; Filed, Apr. 21, 1964; 8:47 a.m.]

[Docket No. RP64-27]

NORTH PENN GAS CO.

Notice of Revision of Proposed Changes in Rates and Charges

APRIL 15, 1964.

Take notice that on April 9, 1964, North Penn Gas Company withdrew its tariff sheets filed on March 16, 1964, proposing changes in its rates and charges, and tendered for filing substitute tariff sheets containing revisions of those proposed changes. The proposed changes were the subject of the Commission's notice published March 23, 1964, in the above-named docket.

The revised proposed changes in North Penn's FPC Gas Tariff, First Revised Volume No. 1, filed to become effective as of January 1, 1964, reflect reductions in rates and charges in its Rate Schedules G-1 and P-1.

The annual reduction approximates $15,830 based on North Penn's cost of service for the twelve months ended April 30, 1961, the test period upon which the company's present rates are based, and reflects the recent reduction in the corporate Federal income tax rate from 52 percent to 50 percent.

Comments may be filed with the Commission on or before April 30, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-3930; Filed, Apr. 21, 1964; 8:47 a.m.]

[Docket No. CP64-169]

SOUTHERN NATURAL GAS CO.

Notice of Application

APRIL 16, 1964.

Take notice that on January 29, 1964, as supplemented on February 24, 1964, Southern Natural Gas Company (Applicant) filed in Docket No. CP64-169 an application pursuant to section 7(b) of the Natural Gas Act for authority to abandon .891 mile of its Yates branch line in Coweta County, Georgia, and its 1.181 mile Arkwright tap line in Bibb County, Georgia, and meter station buildings and metering and regulating facilities located at the terminal points of such lines, because of the cancellation, effective January 31, 1964, of Applicant's contract with Georgia Power Company providing for the sale by Applicant and the purchase by Georgia Power Company of natural gas for use at Georgia Power Company's Yates and Arkwright power plants. The Yates branch line is of 12¾-inch diameter and the Arkwright line of 10¾-inch diameter.

Applicant proposes to abandon the .891 mile of the Yates branch line, the 1.181 mile Arkwright tap line and the brick meter station building located at the terminus of the Arkwright tap line in place, the costs of salvaging such facilities being greater than the values of such facilities as salvaged. Applicant proposes to dismantle the steel panel meter station buildings at the terminus of the Yates branch line, and to salvage those metering and regulating facilities at the Yates and Arkwright delivery points which are above ground and to abandon in place those which are below ground, all as more fully described in the application on file with the Commission and open to public inspection.

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

Take furher notice that preliminary staff analysis has indicated that there are no problems which would warrant a recommendation that the Commission designate this application for formal hearing before an examiner and 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 may be held without further notice before the Commission on this application provided no protest or petition to intervene is filed within the time required herein. 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.

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 May 4, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-3931; Filed, Apr. 21, 1964; 8:48 a.m.]

[Docket No. RP64-34]

SOUTH GEORGIA NATURAL GAS CO.

Notice of Proposed Changes in Rates and Charges

APRIL 16, 1964.

Take notice that on April 13, 1964, South Georgia Natural Gas Company (South Georgia) tendered for filing a proposal to change its FPC Gas Tariff, Original Volume No. 1, subject to the provisions of Section 4 of the Natural Gas Act, to become effective as of January 1, 1964. The proposed changes reflect decreased rates and charges in South Georgia's Rate Schedules G-1, G-2, I-1, I-2, and AC-1. In addition, the availability of Rate Schedule G-1 for firm deliveries would be increased from 3000 to 3500 Mcf per day, and the imposition of minimum volumetric limitations on the availability of Rate Schedule I-1 would be discontinued.

South Georgia states that the annual decrease in revenues is approximately $187,500 based upon sales for the calendar year 1962, adjusted, and that the changes in availability of Rate Schedules G-1 and I-1 would increase its cost of service in the net amount of $20,900. The total resulting benefit to jurisdictional customers is approximately $208,-400, as of January 1, 1964.

The proposal reflects reductions in South Georgia's jurisdictional cost of service included among which is the recently enacted decrease in Federal corporate income tax rate from 52 percent to 50 percent, and the partially offsetting increase in the State of Georgia's corporate income tax rate from 4 percent to 5 percent. South Georgia also proposes to further reduce its rates on January 1, 1965, to reflect the reduction in the Federal corporate income tax rate to 48 percent.

South Georgia proposes to flow-through to its customers $20,000 of refunds received from its supplier, Southern Natural Gas Company, in Docket Nos. G-20509 and RP60-15, in addition to the approximately $101,000 of refunds previously passed on by South Georgia, which are applicable to the period June 1, 1960 through August 31, 1961. South Georgia proposes to further reduce its rates by approximately $16,600 as of April 1, 1964, to reflect Southern's rate reduction proposal in Docket No. RP64-31, now pending before the Commission; and also to pass on and reflect future refunds and rate reductions of its supplier.

Copies of the rate proposal, South Georgia states, have been served upon all customers and interested State commissions. Comments may be filed with the Commission on or before May 5, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-3932; Filed, Apr. 21, 1964; 8:48 a.m.]

[Docket No. CP64-107]

TEXAS GAS TRANSMISSION CORP.

Notice of Application

APRIL 15, 1964.

Take notice that on November 8, 1963, as amended February 28, 1964, Texas Gas Transmission Corporation (Applicant), 3800 Frederica Street, Owensboro, Kentucky, filed in Docket No. CP64-107 an application pursuant to section 7 of the Natural Gas Act for permission and approval to abandon certain facilities and for a certificate of public convenience and necessity authorizing

the construction and operation of certain facilities in order to render increase contract demand service to existing customers by 100,491 Mcf per day (14.73 psia) commencing with the 1964-65 and 1965-66 winter heating seasons, all as more fully set forth in the application, as supplemented, on file with the Commission and open to public inspection.

Applicant proposes to construct and operate over a two year period, the following facilities:

(1) Approximately 34.59 miles of 30-inch loop pipeline in Louisiana, Mississippi, Tennessee and Kentucky;

(2) Approximately 19.04 miles of 26-inch loop pipeline in Louisiana;

(3) One 30-inch Tennessee River Crossing in Kentucky;

(4) 2,100 compressor horsepower in the Bastrop, Louisiana, Compressor Station by turbo-charging three existing 2,000 horsepower compressor units to 2,700 horsepower each;

(5) One 8,000 horsepower compressor unit in the Columbia, Louisiana, Compressor Station;

(6) One 4,800 horsepower compressor unit in the Pineville, Louisiana, Compressor Station;

(7) One 8,000 horsepower compressor unit in the Kenton, Tennessee, Compressor Station, and,

(8) Two 550 horsepower compressor units in the Leesville, Indiana, Compressor Station for additional development of the Leesville Storage Field.

In addition, Applicant proposes to activate two new storage facilities, the Graham Lake Storage Field, Muhlenberg County, Kentucky, and the Hanson Storage Field, Hopkins County, Kentucky. Accordingly, Applicant requests authority to:

(a) Operate the Graham Lake Field as a gas storage field and in connection therewith, to construct and operate one 1,000 horsepower compressor station, one meter and control station, and approximately 400 feet of 10-inch pipeline which will connect the existing facilities of Applicant with that field, and,

(b) Operate the Hanson Field as a gas storage field and in connection therewith, to construct and operate one meter and control station, approximately 8 miles of 20-inch pipeline which will connect the existing facilities of Applicant with that field, and one 330 horsepower compressor station.

Further, Applicant seeks permission and approval to abandon and remove 400 feet of 4-inch pipeline and one purchase meter station presently located in the Graham Lake Field and one purchase meter station presently located in the Hanson Field. Said facilities are not adequate for storage operations.

Applicant proposes to deliver an additional 54,213 Mcf of contract demand to existing customers commencing with the 1964-65 winter heating season, and an additional 46,278 Mcf to existing customers commencing with the 1965-66 winter heating season. Of the total increased deliveries some 60,000 Mcf will be obtained through initial development of the Hanson and Graham Lake Storage Fields and through further development of the existing Leesville Storage Field.

The total cost of Applicant's project is estimated to be $17,792,500, which cost will be financed by the issuance of long-term debt securities.

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

Take further notice that preliminary staff analysis has indicated that there are no problems which would warrant a recommendation that the Commission designate this application for formal hearing before an examiner and 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 may be held without further notice before the Commission on this application provided no protest or petition to intervene is filed within the time required herein. 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.

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

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before May 6, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-3933; Filed, Apr. 21, 1964; 8:48 a.m.]

[Docket No. RI60-325 etc.]

UNION OIL COMPANY OF CALIFORNIA

Order Amending Order Making Successor in Interest Co-Respondent, Accepting Successor's Undertaking, and Redesignating Proceedings

APRIL 15, 1964.

Union Oil Company of California; Docket Nos. RI60-325, RI61-26 and RI61-27.

On February 28, 1964 Union Oil Company of California (Union) filed a motion to amend the Commission's December 6, 1963 "Order Making Successor In Interest Co-Respondent, Accepting Successor's Undertaking, And Redesignating Proceedings," issued in the above-designated proceedings. Said order, issued pursuant to a joint motion to substitute filed November 13, 1962, by Union and Texas National Petroleum Company (Texas National), made Union a co-respondent with Texas National in the subject proceedings and accepted Union's agreements and undertakings to assure the refund of any excess charges which might be determined in said proceedings to have accrued on or after 10:00 a.m. November 1, 1962.

Union requests in its motion that Texas National be deleted as a respondent in the subject proceedings and be relieved of any refund obligation with respect thereto. In support of its motion Union states that it was the intent of the joint motion to substitute filed by Union and Texas National to have Union made the sole respondent in the subject proceedings and to have Union made solely responsible for any and all refunds of excess charges determined in such proceedings. In view of the foregoing good cause exists for amending our December 6, 1963, order.

The Commission finds: It is necessary and proper in carrying out the provisions of the Natural Gas Act and the regulations thereunder to grant Union's February 28, 1964, motion and thereby amend the Commission's order issued December 6, 1963, in the above-designated proceedings as hereinafter ordered.

The Commission orders:

(A) The Commission's order issued December 6, 1963, in the above-designated proceedings is hereby amended so as to make Union the sole respondent and the said proceedings are hereby redesignated as "Union Oil Company of California."

(B) The said December 6, 1963, order is hereby further amended so that Union's agreements and undertakings filed November 13, 1962, in the above-designated proceedings are accepted as assurance that Union will refund any and all excess charges determined in such proceedings, with Texas National hereby discharged of its refund obligation with regard to these proceedings.

(C) All other provisions of the said December 6, 1963, order shall remain in full force and effect.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-3934; Filed, Apr. 21, 1964; 8:48 a.m.]

HOUSING AND HOME FINANCE AGENCY

Office of the Administrator

ACTING REGIONAL DIRECTOR OF COMMUNITY FACILITIES, REGION I (NEW YORK)

Designation

The officers named, or appointed to the positions, in the list below are hereby designated to serve as Acting Regional Director of Community Facilities, Region I (New York), during the present vacancy in the position of Regional Director of Community Facilities, Region I, with all the powers, functions, and duties redelegated or assigned to the Regional Director of Community Facilities, Region I, provided that no officer is authorized to serve as Acting Regional Director of Community Facilities unless all officers whose name or title precedes his in this designation are unable to act by reason of absence:

1. Frank C. Trentacosti, Deputy Regional Director of Community Facilities, Region I.

2. Chief, Public Facilities Operations Branch, Region I.

3. Chief, College Housing Operations Branch, Region I.

This designation supersedes the designation effective March 31, 1964 (29 F.R. 4175, March 31, 1964).

(62 Stat. 1283 (1948), as amended by 64 Stat. 80 (1950), 12 U.S.C. 1701c)

Effective as of the 10th day of April 1964.

[SEAL] ROBERT C. WEAVER,
Housing and Home Finance Administrator.

[F.R. Doc. 64-3943; Filed, Apr. 21, 1964; 8:48 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

CERTAIN COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN REPUBLIC OF CHINA

Adjustment of Restraints

APRIL 16, 1964.

By an exchange of letters dated February 3, 1964, and March 18, 1964, amending the bilateral cotton textile agreement of October 1963, the United States and the Republic of China have agreed for the twelve-month period beginning October 1, 1963, and extending through September 30, 1964, to establish a sub-ceiling of 1,800,000 square yards for duck fabric in Category 26 and to allow entry and withdrawal for consumption of an additional 33,182 dozen in Category 50.

There is published below a directive dated April 16, 1964, from the Chairman, President's Cabinet Textile Advisory Committee, to the Commissioner of Customs, establishing the above mentioned sub-level in Category 26 and authorizing the additional entry in Category 50. This directive amends and supplements directives concerning cotton textiles in Categories 26 and 50, produced or manufactured in the Republic of China, which appeared in the FEDERAL REGISTER on November 2, 1963 (28 F.R. 11756), and April 8, 1964 (29 F.R. 4926).

JAMES S. LOVE, Jr.,
Chairman, Interagency Textile Administrative Committee, and Deputy to the Secretary of Commerce for Textile Programs.

THE SECRETARY OF COMMERCE
PRESIDENT'S CABINET TEXTILE ADVISORY COMMITTEE
Washington 25, D.C.
APRIL 16, 1964.

COMMISSIONER OF CUSTOMS,
DEPARTMENT OF THE TREASURY,
Washington, D.C.

DEAR MR. COMMISSIONER: This directive supplements and amends my directives to you of October 30, 1963, and April 3, 1964, published in the FEDERAL REGISTER on November 2, 1963 (28 F.R. 11756), and April 8, 1964 (29 F.R. 4926), regarding restraints of cotton textiles and cotton textile products in several categories including Categories 26 and 50, produced or manufactured in the Republic of China for the twelve-month period beginning October 1, 1963, and extending through September 30, 1964.

By my letter of October 30, 1963, as amended by my letter of April 3, 1964, you were directed to prohibit entry for consumption and withdrawal from warehouse for consumption of cotton textile products in the two above stated categories in excess of designated quarterly cumulative levels of restraint, as adjusted, to reflect entries through October 22, 1963.

The United States Government has now agreed to establish a sub-ceiling for duck fabric in Category 26 and to allow entry or withdrawal for consumption of an additional quantity of cotton textile products in Category 50.

Accordingly, you are directed 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, to prohibit, effective April 27, 1964 entry into the United States for consumption and withdrawal from warehouse for consumption of duck fabric in Category 26, produced or manufactured in the Republic of China, in excess of the following sub-levels, which have been adjusted to reflect entries reported to the Bureau of Customs from October 1, 1963, through April 3, 1964:

Category	Adjusted sub-level Oct. 1, 1963-June 30, 1964	Adjusted sub-level Oct. 1, 1963-Sept. 30, 1964
26 (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).	*Sq. yds.* 1,373,234	*Sq. yds.* 1,499,234

In addition, you are directed to increase by 33,182 dozen the quantity of cotton textile products in Category 50, produced or manufactured in the Republic of China, which may be entered into the United States for consumption or withdrawn from warehouse for consumption during the twelve-month period beginning October 1, 1963, and extending through September 30, 1964.

A detailed description of Categories 26 and 50 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).

All other provisions of my directives of October 30, 1963, and April 3, 1964, remain unchanged.

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 China and with respect to imports of cotton textiles and cotton textile products from the Republic of China 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 notice provisions of section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

LUTHER H. HODGES,
Secretary of Commerce, and Chairman, President's Cabinet Textile Advisory Committee.

[F.R. Doc. 64-3952; Filed, Apr. 21, 1964; 8:49 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4203]

COLUMBIA GAS SYSTEM, INC., ET AL.

Notice of Proposed Issuance and Sale of Installment Notes and Common Stock

APRIL 16, 1964.

In the matter the Columbia Gas System, Inc., 120 East 41st Street, New York 17, New York; United Fuel Gas Company, Atlantic Seaboard Corporation, Columbia Gas of Kentucky, Inc., Virginia Gas Distribution Corporation, Kentucky Gas Transmission Corporation, the Ohio Fuel Gas Company, Columbia Gas of Ohio, Inc., the Ohio Valley Gas Company, the Preston Oil Company, the Manufacturers Light and Heat Company, Home Gas Company, Columbia Gas of New York, Inc., Columbia Gas of Pennsylvania, Inc., Columbia Gas of Maryland, Inc., Columbia Gulf Transmission Company; File No. 70-4203.

Notice is hereby given that The Columbia Gas System, Inc. ("Columbia"), a registered holding company, and its wholly-owned subsidiary companies listed above have filed a joint application-declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(a), 6(b), 7, 9(a), 10, 12(b), and 12(f) of the Act and Rules 43 and 45 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the joint application-declaration, on file at the office of the Commission, for a statement of the transactions therein proposed which are summarized below.

The new cash requirements for the system companies during 1964 are estimated at an aggregate of $197,839,000, including $126,125,000 for construction expenditures and $20,000,000 for anticipated rate refunds. In order to meet these cash requirements, the following subsidiary companies of Columbia propose, on or prior to March 31, 1965, to issue and sell to Columbia, and Columbia proposes to acquire, installment notes in amounts not to exceed the following:

Atlantic Seaboard Corp	$4,000,000
Columbia Gas of Kentucky, Inc	1,375,000
Kentucky Gas Transmission Corp	850,000
United Fuel Gas Co	7,000,000
Virginia Gas Distribution Corp	700,000
The Ohio Fuel Gas Co	12,350,000
Columbia Gas of Ohio, Inc	15,500,000
The Ohio Valley Gas Co	800,000
Columbia Gas of Pennsylvania, Inc	6,200,000

Columbia Gas of Maryland, Inc.	$600,000
Columbia Gas of New York, Inc.	650,000
The Manufacturers Light and Heat Co.	5,900,000
Columbia Gulf Transmission Co.	39,500,000
The Preston Oil Co.	3,300,000
Total	98,725,000

The installment notes are to be unsecured and nonregistered and will be dated when issued. The principal amounts will be due in 25 equal annual installments on January 15 of each of the years 1966 to 1990, inclusive. Interest is to be paid semi-annually at a rate approximately equal to the cost of money to Columbia with respect to its next sale of Senior Debentures which the company contemplates will be consummated in May 1964. (See File No. 70-4197.) Columbia's cost of money in respect of its last sale of debentures was 4.4 percent.

In addition to the installment notes, the following subsidiary companies, for the purposes stated above, propose to issue and sell to Columbia, and Columbia proposes to acquire, shares of their common stocks, at prices equal to the par value thereof, for an aggregate cash amount of $4,850,500, as follows: Columbia Gas of Kentucky, Inc., $700,000; Virginia Gas Distribution Corporation, $300,000; The Ohio Fuel Gas Company, $2,250,000; The Ohio Valley Gas Company, $400,500; Columbia Gas of New York, Inc., $500,000; and The Preston Oil Company, $700,000.

Columbia also proposes to advance an open account to the subsidiary companies shown below amounts not in excess of the following:

United Fuel Gas Co.	$20,000,000
The Ohio Fuel Gas Co.	86,000,000
The Manufacturers Light and Heat Co.	15,000,000
Home Gas Co.	2,500,000
Atlantic Seaboard Corp.	6,500,000
Total	80,000,000

The advances are to be made from time to time during 1964 as needed for the purchase of current inventory gas and are to be repaid in three equal installments on February 25, March 25, and April 26, 1965, from revenues collected by the subsidiary companies as the inventory gas is withdrawn and sold during the winter. The interest rate will be the same as the rate on Columbia's short-term notes to banks, the issuance of which will be the subject of a subsequent filing by Columbia with this Commission.

The expenses to be incurred by Columbia and its subsidiary companies in connection with the proposed transactions are estimated to aggregate $10,715, consisting of charges of the system service company, at cost, of $1,200, Federal original issue taxes of $7,315, and miscellaneous expenses of $2,200.

The joint application-declaration states that the following State commissions have jurisdiction over certain of the proposed transactions: the Pennsylvania Public Utility Commission, the Public Service Commission of West Virginia, the Public Utilities Commission of Ohio, the State Corporation Commission of Virginia, the Kentucky Public Service Commission, and the New York Public Service Commission. Copies of all the requisite State commission orders are to be filed with this Commission by amendment to the joint application-declaration.

Notice is further given that any interested person may, not later than May 12, 1964, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by the filing which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicants-declarants at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed contemporaneously with the request. At any time after said date, the joint application-declaration, as filed or as it may be amended, may be granted and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 64-3938; Filed, Apr. 21, 1964; 8:48 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

CERTIFICATES AUTHORIZING EMPLOYMENT OF FULL-TIME STUDENTS WORKING OUTSIDE OF SCHOOL HOURS IN RETAIL OR SERVICE ESTABLISHMENTS AT SPECIAL MINIMUM WAGES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulation on employment of full-time students (29 CFR Part 519), and Administrative Order No. 579 (28 F.R. 11524), the establishments listed in this notice have been issued special certificates authorizing the employment of full-time students working outside of school hours at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates, type of establishment and total number of employees of the establishment are as indicated below. Pursuant to § 519.6(b) of the regulation, the minimum certificate rates are not less than 85 percent of the minimum applicable under section 6 of the Fair Labor Standards Act.

The following certificates were issued pursuant to paragraphs (c) and (g) of § 519.6 of 29 CFR, Part 519, providing for an allowance not to exceed the proportion of the total number of hours worked by full-time students at rates below $1.00 an hour to the total number of hours worked by all employees in the establishment during the base period, or 10 percent, whichever is lesser, in occupations of the same general classes in which the establishments employed full-time students at wages below $1.00 an hour in the base period.

These certificates are effective from April 1, 1964, through September 2, 1964, except as otherwise indicated.

REGION I

Ann-Hope Factory Outlet, Inc., Mill Street, Cumberland, R.I. (department store; 663 employees).

M. H. Fishman Co., 82 Main Street, Keene, N.H. (variety store; 15 employees).

M. H. Fishman Co., 41 Main Street, Newport, Vt. (variety store; 13 employees).

M. H. Fishman Co., Inc., 50 North Main Street, St. Albans, Vt. (variety store; 33 employees).

W. T. Grant Co., 77-85 Congress Street, Rumford, Maine (variety store; 36 employees)

Grover Cronin, Inc., 223 Moody Street, Waltham, Mass. (department store; 660 employees).

S. S. Kresge Co., 4527 Jupiter, 440 Main Street, Middletown, Conn. (variety store; 11 employees).

S. S. Kresge Co., 60 Lisbon Street, Lewiston, Maine (variety store; 57 employees).

S. S. Kresge Co., 477 Washington Street, Boston, Mass. (variety store; 171 employees).

S. S. Kresge Co., No. 409, 780 Dudley Street, Boston (Dorchester), Mass. (variety store; 44 employees).

S. S. Kresge Co., No. 532, 24 Corinth Street, Boston (Roslindale), Mass. (variety store; 31 employees).

S. S. Kresge Co., No. 63, 121 Main Street, Brockton, Mass. (variety store; 42 employees).

S. S. Kresge Co., 614-616 Massachusetts Avenue, Cambridge, Mass. (variety store; 38 employees).

S. S. Kresge Co., No. 653, 35 White Street, Cambridge, Mass. (variety store; 48 employees).

S. S. Kresge Co., No. 192, 71 South Main Street, Fall River, Mass. (variety store; 51 employees).

S. S. Kresge Co., No. 229, 439 Main Street, Fitchburg, Mass. (variety store; 24 employees).

S. S. Kresge Co., 35 Merrimack Street, Lowell, Mass. (variety store; 40 employees).

S. S. Kresge Co., No. 294, 329 Union Street, Lynn, Mass. (variety store; 34 employees).

S. S. Kresge Co., No. 184, 824 Purchase Street, New Bedford, Mass. (variety store; 46 employees).

S. S. Kresge Co., North Shore Shopping Center, Peabody, Mass. (variety store; 54 employees).

S. S. Kresge Co., 1445 Hancock Street, Quincy, Mass. (variety store; 57 employees).

S. S. Kresge Co., 1534 Main Street, Springfield, Mass. (variety store; 61 employees).

S. S. Kresge Co., 474 Main Street, Worcester, Mass. (variety store; 66 employees).

McLellan Store Co., 855 Main Street, Westbrook, Maine (variety store; 21 employees).

McCrory-McLellan-Green Stores, 1138 Main Street, Bridgeport, Conn. (variety store; 81 employees).

J. J. Newberry Co., 845 Main Street, Hartford, Conn. (variety store; 95 employees).

J. J. Newberry Co., 362 Main Street, Rockland, Maine (variety store; 19 employees).

J. J. Newberry Co., No. 4, 65 Congress Street, Rumford, Maine (variety store; 15 employees).

J. J. Newberry Co., 328 Broadway, Chelsea, Mass. (variety store; 22 employees).

J. J. Newberry Co., No. 54, 72 High Street, Clinton, Mass. (variety store; 14 employees).

J. J. Newberry Co., 42-44 Parker Street, Gardner, Mass. (variety store; 14 employees).

J. J. Newberry Co., No. 73, 237 High Street, Holyoke, Mass. (variety store; 45 employees).

J. J. Newberry Co., 79 North Street, Pittsfield, Mass. (variety store; 68 employees).

J. J. Newberry Co., 757 Washington Street, Stoughton, Mass. (variety store; 12 employees).

J. J. Newberry Co., 395 Main Street, Wakefield, Mass. (variety store; 17 employees).

J. J. Newberry Co., 135 Main Street, Berlin, N.H. (variety store; 15 employees).

J. J. Newberry Co., 23 Pleasant Street, Claremont, N.H. (variety store; 4 employees).

J. J. Newberry Co., No. 42, 44-52 North Main Street, Concord, N.H. (variety store; 19 employees).

J. J. Newberry Co., 66 Main Street, Keene, N.H. (variety store; 14 employees).

J. J. Newberry Co., Main Street, Littleton, N.H. (variety store; 20 employees).

J. J. Newberry Co., 1006 Elm Street, Manchester, N.H. (variety store; 45 employees).

J. J. Newberry Co., Main Street, Barre, Vt. (variety store; 28 employees).

J. J. Newberry Co., 46 Main Street, Newport, Vt. (variety store; 34 employees).

J. J. Newberry Co., South Main Street, White River Jct., Vt. (variety store; 24 employees).

Newberry Franklin Corp., 384 Central Street, Franklin, N.H. (variety store; 30 employees).

Newberry Laconia Corp., 601 Main Street, Laconia, N.H. (variety store; 34 employees).

Newberry Madawaska Corp., Main Street and 11th Avenue, Madawaska, Maine (variety store; 27 employees).

Newberry Millinocket Corp., 216 Penobscot Avenue, Millinocket, Maine (variety store; 19 employees).

Newberry Pine State Inc., 142 Main Street, Ellsworth, Maine (variety store; 23 employees).

Newberry Pine State, Inc., 45-47 Main Street, Farmington, Maine (variety store; 27 employees).

Newberry Pine State, Inc., 40-44 Main Street, Lincoln, Maine (variety store; 26 employees).

Newberry Pine State, Inc., No. 351, 191-195 Main Street, Norway, Maine (variety store; 20 employees).

The Outlet Co., 176 Waybosset Street, Providence, R.I. (department store; 1,022 employees).

Ward Bros., Inc., 72 Lisbon Street, Lewiston, Maine (apparel store; 93 employees).

REGION II

S. S. Kresge Co., No. 562, 575 Bloomfield Avenue, Bloomfield, N.J. (variety store; 44 employees).

S. S. Kresge Co., No. 263, 345 Central Avenue, Jersey City, N.J. (variety store; 26 employees).

S. H. Kress & Co., 343 Springfield Avenue, Summit, N.J. (variety store; 21 employees).

G. C. Murphy Co., No. 136, 759-761 Asbury Avenue, Ocean City, N.J. (variety store; 20 employees).

G. C. Murphy Co., No. 135, 3211-3215 Pacific Avenue, Wildwood, N.J. (variety store; 38 employees).

Neisner Bros., Inc., No. 127, 100 Broadway, East Paterson, N.J. (variety store; 33 employees).

Neisner Bros., Inc., No. 149, 1151 Highway No. 35, Middletown, N.J. (variety store; 26 employees).

F. W. Woolworth Co., No. 1886, 83 Journal Square, Jersey City, N.J. (variety store; 97 employees).

F. W. Woolworth Co., No. 28, 165 Market Street, Newark, N.J. (variety store; 441 employees).

REGION III

King Edward's Super Susie-Q-Bakery, 23-25 North Hamilton Avenue, Greensburg, Pa. (food store; 42 employees).

S. S. Kresge Co., No. 491, 4903 Annapolis Road, Bladensburg, Md. (variety store; 31 employees).

S. S. Kresge Co., No. 543, Miracle Mile Shopping Center, Monroeville, Pa. (variety store; 46 employees).

S. S. Kresge Co., No. 378, 45 Seneca Street, Oil City, Pa. (variety store; 18 employees).

S. S. Kresge Co., No. 379, 4506 Frankford Avenue, Philadelphia, Pa. (variety store; 44 employees).

S. S. Kresge Co., No. 592, 7254 Frankford Avenue, Philadelphia, Pa. (variety store; 23 employees).

S. S. Kresge Co., No. 92, 415 Lacka Avenue, Scranton, Pa. (variety store; 66 employees).

S. S. Kresge Co., No. 509, 92 South 69th Street, Upper Darby, Pa. (variety store; 86 employees).

McCrory Stores Corp., No. 331, Rodney Village Shopping Center, Dover, Del. (variety store; 30 employees).

McCrory-McLellan-Green Stores, No. 1111, 315 West Lexington Street, Baltimore, Md. (variety store; 50 employees).

McCrory-McLellan-Green Stores, No. 155, 48-56 West Pike Street, Cannonsburg, Pa. (variety store; 27 employees).

McCrory-McLellan-Green Stores, No. 317, 2449-51 East Market Street, East York, Pa. (variety store; 45 employees).

McCrory-McLellan-Green, No. 1122, 301 Allegheny Street, Hollidaysburg, Pa. (variety store; 22 employees).

McCrory-McClellan-Green, No. 1066, 59 North Queen Street, Lancaster, Pa. (variety store; 43 employees).

McCrory-McLellan-Green Store, No. 273, 14-16 East Market Street, Lewistown, Pa. (variety store; 28 employees).

McCrory-McLellan-Green Store, No. 67, 1011-15 Pennsylvania Avenue, Tyrone, Pa. (variety store; 18 employees).

G. C. Murphy Co., No. 147, East Point Shopping Center, 7737 Eastern Boulevard, Baltimore, Md. (variety store; 148 employees).

G. C. Murphy Co., No. 224, 3411 Dundalk Avenue, Baltimore, Md. (variety store; 41 employees).

G. C. Murphy Co., No. 267, 5732 Baltimore National Pike, Baltimore, Md. (variety store; 136 employees).

G. C. Murphy Co., No. 179, 138-152 Baltimore Street, Cumberland, Md. (variety store; 91 employees).

G. C. Murphy Co., No. 268, 338 Harundale Shopping Center, Glen Burnie, Md. (variety store; 100 employees).

G. C. Murphy Co., No. 188, 1006-1008 Philadelphia Avenue, Barnesboro, Pa. (variety store; 35 employees).

G. C. Murphy Co., No. 11, 512-520 Fallowfield Avenue, Charleroi, Pa. (variety store; 94 employees).

G. C. Murphy Co., No. 44, 402-406 Ford Street, Ford City, Pa. (variety store; 21 employees).

G. C. Murphy Co., No. 3, 133-145 South Main Street, Greensburg, Pa. (variety store; 89 employees).

G. C. Murphy Co., No. 228, Eagle and West Chester Pike, Manoa Shopping Center, Havertown, Pa. (variety store; 63 employees).

G. C. Murphy Co., No. 143, 528 Washington Street, Huntingdon, Pa. (variety store; 23 employees).

G. C. Murphy Co., No. 45, 314-316 Clay Avenue, Jeannette, Pa. (variety store; 42 employees).

G. C. Murphy Co., No. 9, 212-220 Market Street, Kittanning, Pa. (variety store; 90 employees).

G. C. Murphy Co., No. 232, 1200 Market Street, Lemoyne, Pa. (variety store; 59 employees).

G. C. Murphy Co., 315-321 Fifth Avenue, McKeesport, Pa. (variety store; 117 employees).

G. C. Murphy Co., No. 16, 226-228 Chestnut Street, Meadville, Pa. (variety store; 64 employees).

G. C. Murphy Co., No. 193, 23-25 Belvidere Street, Nazareth, Pa. (variety store; 19 employees).

G. C. Murphy Co., No. 299, 2001 Oregon Avenue, Philadelphia, Pa. (variety store; 56 employees).

G. C. Murphy Co., No. 237, 300 Mt. Lebanon Boulevard, Castle Shannon, Pittsburgh, Pa. (variety store; 45 employees).

G. C. Murphy Co., No. 258, East Hills Center, Robinson Boulevard and Frankstown Road, Pittsburgh, Pa. (variety store; 97 employees).

G. C. Murphy Co., No. 183, 101 West Mahoning Avenue, Punxsutawney, Pa. (variety store; 48 employees).

G. C. Murphy Co., No. 247, 249 Main Street, Ridgway, Pa. (variety store; 30 employees).

Newberry Chambersburg Corp., No. 9, 18-24 South Main Street, Chambersburg, Pa. (variety store; 59 employees).

Newberry Lewisburg Corp., No. 127, 304 Market Street, Lewisburg, Pa. (variety store; 54 employees).

Newberry Shamokin Corp., No. 5, 6-12 Independence Street, Shamokin, Pa. (variety store; 38 employees).

Newberry Susquehanna, 110 East State Street, Kennett Square, Pa. (variety store; 36 employees).

Newberry Towanda Corp., No. 22, Main and Popular Streets, Towanda, Pa. (variety store; 33 employees).

Rhea's, Inc., 441 Market Street, Pittsburgh, Pa. (food store; 44 employees).

Rhea's, Inc., 536 Smithfield Street, Pittsburgh, Pa. (food store; 39 employees).

F. W. Woolworth Co., No. 2025, 5-7 South Main Street, Bel Air, Md. (variety store; 30 employees).

F. W. Woolworth Co., 19 Shopping Center, Westminister, Md. (variety store; 33 employees).

F. W. Woolworth Co., 1441 Old York Road, Abington, Pa. (variety store; 25 employees).

F. W. Woolworth Co., No. 106, 301 Northampton Street, Easton, Pa. (variety store; 57 employees).

F. W. Woolworth Co., No. 80, 818 State Street, Erie, Pa. (variety store; 25 employees).

S. H. Kress & Co., 101 West Main Street, Dothan, Ala. (variety store; 45 employees).

S. H. Kress & Co., No. 17, 107 South Washington Street, Huntsville, Ala. (variety store; 26 employees).

S. H. Kress & Co., 115 Dauphin Street, Mobile, Ala. (variety store; 96 employees).

S. H. Kress & Co., 39 Dexter Avenue, Montgomery, Ala. (variety store; 97 employees).

S. H. Kress & Co., 3008 North 27th Street, North Birmingham, Ala. (variety store; 20 employees).

S. H. Kress & Co., 305 South Wilson Avenue, Prichard, Ala. (variety store; 46 employees).

S. H. Kress & Co., 121 Broad Street, Selma, Ala. (variety store; 37 employees).

S. H. Kress & Co., 2223 Broad Street, Tuscaloosa, Ala. (variety store; 71 employees).

S. H. Kress & Co., 328 Main Street, Pine Bluff, Ark. (variety store; 40 employees).

S. H. Kress & Co., Shirley-Duke Shopping Center, 4615 Duke Street, Alexandria, Va. (variety store; 59 employees).

S. H. Kress & Co., 439 Third Street, Baton Rouge, La. (variety store; 53 employees).

S. H. Kress & Co., 923 Canal Street, New Orleans, La. (variety store; 209 employees).

S. H. Kress & Co., 316 Texas Street, Shreveport, La. (variety store; 28 employees).

S. H. Kress & Co., 500 Main Street, Hattiesburg, Miss. (variety store; 30 employees).

S. H. Kress & Co., 2214-16 Fifth Street, Meridian, Miss. (variety store; 72 employees).

McCrory-McLellan-Green, No. 600, Parkway City, Huntsville, Ala. (variety store; 31 employees).

McCrory-McLellan-Green Store, No. 315, 412 North Third Street, Baton Rouge, La. (variety store; 66 employees).

Morgan & Lindsey, Inc., No. 3036, 1007 Denny Avenue, Pascagoula, Miss. (variety store; 14 employees).

J. J. Newberry Co., 819 Ryan Street, Lake Charles, La. (variety store; 26 employees).

Richard's Variety Store, 202 East Main Street, Houma, La.; effective 3-26-64 to 9-2-64 (variety store; 34 employees).

REGION V

S. S. Kresge Co., No. 350, 5090 Schaefer Highway, Dearborn, Mich.; effective 4-3-64 to 9-2-64 (variety store; 42 employees).

S. S. Kresge Co., No. 340, 15370 Grand River, Detroit, Mich. (variety store; 92 employees).

S. S. Kresge Co., No. 565, 15420 West 7 Mile Road, Detroit, Mich. (variety store; 18 employees).

S. S. Kresge Co., No. 13, 66 North Saginaw Street, Box 3035, Pontiac, Mich. (variety store; 104 employees).

S. S. Kresge Co., No. 47, Del-Fair Center, 5267 Delhi Pike, Cincinnati, Ohio (variety store; 33 employees).

S. S. Kresge Co., No. 328, 85 South High Street, Columbus, Ohio (variety store; 50 employees).

S. S. Kresge Co., No. 51, 201 North Main Street, Lima, Ohio (variety store; 62 employees).

S. S. Kresge Co., No. 150, 400 Chillicothe Street, Portsmouth, Ohio (variety store; 88 employees).

G. C. Murphy Co., No. 469, 12-14 South Main Street, London, Ohio (variety store; 22 employees).

G. C. Murphy Co., No. 20, 101-119 East Court Street, Washington C.H., Ohio (variety store; 63 employees).

F. W. Woolworth Co., 157 South Burdick Street, Kalamazoo, Mich. (variety store; 95 employees).

The Baby Shop, Inc., 404 Main Street, Evansville, Ind. (apparel store; 77 employees).

Columbia Shopping Center, 1200 West Columbia, Evansville, Ind. (drug store; 52 employees).

Greenfield Search Foods Stores, Inc., Greenfield, Ill. (food store; 10 employees).

Jupiter Discount Store, No. 4561, 1637 West Chicago Avenue, Chicago, Ill. (variety store; 23 employees).

Geo. H. Knollenberg Co., 809-815 Main Street, Richmond, Ind. (department store; 92 employees).

S. S. Kresge Co., No. 81, Northgate Shopping Plaza, 930 North Lake Street, Aurora, Ill. (variety store; 39 employees).

S. S. Kresge Co., No. 254, 27 South Broadway, Aurora, Ill. (variety store; 68 employees).

S. S. Kresge Co., 213 North Main Street, Bloomington, Ill. (variety store; 55 employees).

S. S. Kresge Co., No. 94, Southfield Shopping Center, 8751 South Harlem Avenue, Bridgeview, Ill. (variety store; 34 employees).

S. S. Kresge Co., No. 164, 82 North Main Street, Canton, Ill. (variety store; 26 employees).

S. S. Kresge Co., No. 174, 215 North Neil Street, Champaign, Ill. (variety store; 35 employees).

S. S. Kresge Co., 1956 West Laurence Avenue, Chicago, Ill. (variety store; 29 employees).

S. S. Kresge Co., 8027 South Cicero, Chicago, Ill. (variety store; 38 employees).

S. S. Kresge Co., No. 305, 7240 West Foster Avenue, Chicago, Ill. (variety store; 30 employees).

S. S. Kresge Co., No. 445, 4016 West Madison Avenue, Chicago, Ill. (variety store; 61 employees).

S. S. Kresge Co., No. 471, 2774 Milwaukee Avenue, Chicago, Ill. (variety store; 23 employees).

S. S. Kresge Co., No. 594, 3141 North Lincoln Avenue, Chicago, Ill. (variety store; 34 employees).

S. S. Kresge Co., No. 599, 4767 Lincoln Avenue, Chicago, Ill. (variety store; 14 employees).

S. S. Kresge Co., No. 301, 1630 Halsted Street, Chicago Heights, Ill. (variety store; 44 employees).

S. S. Kresge Co., No. 413, 1 West Stephenson, Freeport, Ill. (variety store; 32 employees).

S. S. Kresge Co., No. 207, 19 North Main Street, Harrisburg, Ill. (variety store; 32 employees).

S. S. Kresge Co., No. 130, Larkin Road and Theadore Street, Hillcrest Shopping Center, Joliet, Ill. (variety store; 40 employees).

S. S. Kresge Co., No. 417, 162 East Court Street, Kankakee, Ill. (variety store; 44 employees).

S. S. Kresge Co., No. 295, 206 North Tremont Street, Kewanee, Ill. (variety store; 17 employees).

S. S. Kresge Co., No. 218, 26 South La Grange Road, La Grange, Ill. (variety store; 40 employees).

S. S. Kresge Co., No. 497, 1603 Broadway Avenue, Mattoon, Ill. (variety store; 26 employees).

S. S. Kresge Co., No. 161, 9525 South Cicero, Oak Lawn, Ill. (variety store; 32 employees).

S. S. Kresge Co., No. 463, Hometown Shopping Center, 4120 Southwest Highway, Oak Lawn, Ill. (variety store; 34 employees).

S. S. Kresge Co., No. 630, Park Forest Shopping Center, 211 Plaza, Park Forest, Ill. (variety store; 34 employees).

S. S. Kresge Co., 353 Court Street, Pekin, Ill. (variety store; 16 employees).

S. S. Kresge Co., No. 242, Sheridan Village Shopping Center, 4125 North Sheridan Road, Peoria, Ill. (variety store; 49 employees).

S. S. Kresge Co., No. 321, Legion Town & Country Shopping Center, 3227-43 Legion Boulevard, Quincy, Ill. (variety store; 44 employees).

S. S. Kresge Co., No. 318, 636 Hollister Avenue, Rockford, Ill. (variety store; 37 employees).

S. S. Kresge Co., No. 136, Valley Shopping Center, 1505 West Main Street, St. Charles, Ill. (variety store; 31 employees).

S. S. Kresge Co., 111 Old Orchard, Skokie, Ill. (variety store; 52 employees).

S. S. Kresge Co., 401 South Main Street, Elkhart, Ind. (variety store; 60 employees).

S. S. Kresge Co., No. 556, 401 Main Street, Evansville, Ind. (variety store; 74 employees).

S. S. Kresge Co., No. 568, Northcrest Shopping Center, Unit No. 737, Fort Wayne, Ind. (variety store; 32 employees).

S. S. Kresge Co., No. 462, Village Shopping Center, 3542 Village Court, Gary, Ind. (variety store; 65 employees).

S. S. Kresge Co., No. 618, 747 Broadway, Gary, Ind. (variety store; 71 employees).

S. S. Kresge Co., No. 283, 5129-31 Hohman Avenue, Hammond, Ind. (variety store; 20 employees).

S. S. Kresge Co., No. 7, 17 West Washington Street, Indianapolis, Ind. (variety store; 106 employees).

S. S. Kresge Co., No. 258, Eagledale Plaza Shopping Center, 2744 Lafayette Road, Indianapolis, Ind. (variety store; 34 employees).

S. S. Kresge Co., No. 583, 6000 East 46th Street, Devington Shopping Center, Indianapolis, Ind. (variety store; 37 employees).

S. S. Kresge Co., No. 589, 116 North Main Street, Kokomo, Ind. (variety store; 48 employees).

S. S. Kresge Co., No. 31, Market Square Shopping Center, 2200 Elmwood Avenue, Lafayette, Ind. (variety store; 35 employees).

S. S. Kresge Co., No. 204, 102-112 North Third Street, Lafayette, Ind. (variety store; 37 employees).

S. S. Kresge Co., No. 167, 422 East Broadway, Logansport, Ind. (variety store; 32 employees).

S. S. Kresge Co., No. 85, 214 South Walnut Street, Muncie, Ind. (variety store; 25 employees).

S. S. Kresge Co., No. 251, 1401 Broad Street, New Castle, Ind. (variety store; 25 employees).

S. S. Kresge Co., No. 84, 801 Main Street, Richmond, Ind. (variety store; 26 employees).

S. S. Kresge Co., No. 101, 201 South Michigan Street, South Bend, Ind. (variety store; 111 employees).

S. S. Kresge Co., 637 Wabash Avenue, Terre Haute, Ind. (variety store; 62 employees).

S. S. Kresge Co., 319 South Front Street, Mankato, Minn. (variety store; 24 employees).

S. S. Kresge Co., No. 645, 2912 Pentagon Drive, Minneapolis, Minn. (variety store; 24 employees).

S. S. Kresge Co., 2106 East Lake Street, Minneapolis, Minn. (variety store; 27 employees).

S. S. Kresge Co., No. 393, 12 West 66th Street, Richfield, Minn. (variety store; 39 employees).

S. S. Kresge Co., No. 683, 2167 Hudson Road, St. Paul, Minn. (variety store; 25 employees).

S. S. Kresge Co., No. 202, 110 West College Avenue, Appleton, Wis. (variety store; 47 employees).

S. S. Kresge Co., No. 607, 124 South Barstow Street, Eau Claire, Wis. (variety store; 35 employees).

S. S. Kresge Co., No. 611, 68 South Main Street, Fond du Lac, Wis. (variety store; 50 employees).

S. S. Kresge Co., 817 Military Avenue, Green Bay, Wis. (variety store; 44 employees).

S. S. Kresge Co., 27 East Main Street, Madison, Wis. (variety store; 52 employees).

S. S. Kresge Co., No. 446, Bay Shore Shopping Center, 5828 North Port Washington Road, Milwaukee, Wis. (variety store; 32 employees).

S. S. Kresge Co., No. 637, 7 Mayfair Mall, 2500 North 108th Street, Milwaukee, Wis. (variety store; 50 employees).

S. S. Kresge Co., 305 Main Street, Oshkosh, Wis. (variety store; 28 employees).

S. S. Kresge Co., No. 169, 1603 Washington, Two Rivers, Wis. (variety store; 16 employees).

S. S. Kresge Co., No. 119, 207 Main Street, Watertown, Wis. (variety store; 36 employees).

McCrory Store, No. 44, 1003-5 Meridian Street, Anderson, Ind. (variety store; 33 employees).

McLellan Stores, 155 South Schuyler, Kankakee, Ill. (variety store; 19 employees).

McCrory-McLellan-Green Stores Co., 365 Wabasha Street, St. Paul, Minn. (variety store; 58 employees).

McCrory-McLellan-Green Store, No. 1056, 67 East Seventh Street, St. Paul, Minn. (variety store; 46 employees).

McCrory-McLellan Stores Corp., 111 North Main Street, Oconomowoc, Wis. (variety store; 23 employees).

McCrory-McLellan-Green, 248 West Broadway, Waukesha, Wis. (variety store; 20 employees).

G. C. Murphy Co., No. 251, 7075 Cermak Plaza, Berwyn, Ill. (variety store; 153 employees).

G. C. Murphy Co., No. 458, 909-911 Broadway, Mt. Vernon, Ill. (variety store; 25 employees).

G. C. Murphy Co., No. 112, 205–211 North Mill Street, Pontiac, Ill. (variety store; 31 employees).

G. C. Murphy Co., No. 113, 307–311 East Main Street, Streator, Ill. (variety store; 37 employees).

G. C. Murphy Co., No. 461, 411–415 Second Street, Aurora, Ind. (variety store; 22 employees).

G. C. Murphy Co., No. 101, 14–18 East National Avenue, Brazil, Ind. (variety store; 32 employees).

G. C. Murphy Co., No. 99, 235–241 South Main Street, Clinton, Ind. (variety store; 28 employees).

G. C. Murphy Co., No. 81, 415–417 Washington Street, Columbus, Ind. (variety store; 46 employees).

G. C. Murphy Co., No. 407, 161 North Second Street, Decatur, Ind. (variety store; 28 employees).

G. C. Murphy, No. 404, 202–204 South Anderson Street, Elwood, Ind. (variety store; 26 employees).

G. C. Murphy Co., No. 103, 823–831 Calhoun Street, Fort Wayne, Ind. (variety store; 186 employees).

G. C. Murphy Co., No. 412, 50 East Jefferson Street, Franklin, Ind. (variety store; 43 employees).

G. C. Murphy, No. 417, P.O. Box 453, Goshen, Ind. (variety store; 19 employees).

G. C. Murphy Co., No. 223, 129–131 North Broadway Avenue, Greensburg, Ind. (variety store; 51 employees).

G. C. Murphy Co., No. 119, 12–14 East Washington Street, Greencastle, Ind. (variety store; 21 employees).

G. C. Murphy Co., No. 408, 101–105 North High Street, Hartford City, Ind. (variety store; 26 employees).

G. C. Murphy Co., No. 425, 407–409 Fourth Street, Huntingburg, Ind. (variety store; 19 employees).

G. C. Murphy Co., No. 104, 33–47 North Illinois Street, Indianapolis, Ind. (variety store; 166 employees).

G. C. Murphy Co., No. 123, 1043–1047 Virginia Avenue, Indianapolis, Ind. (variety store; 137 employees).

G. C. Murphy Co., No. 215, P.O. Box 5942, 705–709 Broad Ripple Avenue, Indianapolis, Ind. (variety store; 35 employees).

G. C. Murphy Co., No. 235, 3928 Meadows Drive, Indianapolis, Ind. (variety store; 81 employees).

G. C. Murphy Co., No. 445, 108 South Main Street, Kendallville, Ind. (variety store; 38 employees).

G. C. Murphy Co., No. 203, 15–19 East Vincennes Street, Linton, Ind. (variety store; 33 employees).

G. C. Murphy Co., No. 430, 209–211 East Main Street, Madison, Ind. (variety store; 35 employees).

G. C. Murphy Co., No. 411, 54–56 North Ninth Street, Noblesville, Ind. (variety store; 23 employees).

G. C. Murphy Co., No. 422, 1–3 South Broadway, Peru, Ind. (variety store; 38 employees).

G. C. Murphy Co., No. 420, 125 North Hart Street, Princeton, Ind. (variety store; 18 employees).

G. C. Murphy Co., No. 100, 108–110 Ohio Street, Rockville, Ind. (variety store; 28 employees).

G. C. Murphy, No. 443, 21–23 Public Square, Salem, Ind. (variety store; 35 employees).

G. C. Murphy Co., No. 105, 31 Public Square, Shelbyville, Ind. (variety store; 42 employees).

G. C. Murphy Co., No. 114, 308–316 East Maine Street, Washington, Ind. (variety store; 28 employees).

G. C. Murphy Co., No. 275, Silver Spring Shopping Village, 8237 West Silver Spring Drive, Milwaukee, Wis. (variety store; 59 employees).

J. J. Newberry Co., No. 166, 3714 Main Street, Indiana Harbor, Ind. (variety store; 34 employees).

Newberry-Wabash, Inc., 1–15 North Jefferson Street, Martinsville, Ind. (variety store; 27 employees).

Red Cross Drug Co., 3701 Durand Avenue, Racine, Wis. (drug store; 17 employees).

Red Cross Drug Co., 520 Goold Street, Racine, Wis. (drug store; 11 employees).

Red Cross Drug Co., 320 Sixth Street, Racine, Wis. (drug store; 8 employees).

Roodhouse Search Food Stores, Inc., Roodhouse, Ill. (food store; 12 employees).

Whitehall Search Foods Stores, 121 South Main Street, White Hall, Ill. (food store; 12 employees).

F. W. Woolworth Co., 13044 South Western, Blue Island, Ill. (variety store; 34 employees).

F. W. Woolworth Co., 231 Gold Coast Lane, Calumet City, Ill. (variety store; 34 employees).

F. W. Woolworth Co., No. 160, 3152 West 11th Street, Chicago, Ill. (variety store; 33 employees).

F. W. Woolworth Co., No. 551, 8600 Cottage Grove, Chicago, Ill. (variety store; 39 employees).

F. W. Woolworth Co., No. 1208, 7850 South Halsted Street, Chicago, Ill. (variety store; 34 employees).

F. W. Woolworth Co., No. 1305, 6308 South Ashland, Chicago, Ill. (variety store; 36 employees).

F. W. Woolworth Co., No. 1404, 4813 Milwaukee Avenue, Chicago, Ill. (variety store; 23 employees).

F. W. Woolworth Co., No. 1447, 3401 West Diversey, Chicago, Ill. (variety store; 48 employees).

F. W. Woolworth Co., No. 1656, 2407 West 63d, Chicago, Ill. (variety store; 27 employees).

F. W. Woolworth Co., No. 369, 8 North Vermilion Street, Danville, Ill. (variety store; 37 employees).

F. W. Woolworth Co., 239 North Water Street, Decatur, Ill. (variety store; 54 employees).

F. W. Woolworth Co., No. 726, 116–118 West First Street, Dixon, Ill. (variety store; 71 employees).

F. W. Woolworth Co., No. 427, 1 East Stephenson Street, Freeport, Ill. (variety store; 19 employees).

F. W. Woolworth Co., No. 2103, 6433 North Second Street, Loves Park, Ill. (variety store; 29 employees).

F. W. Woolworth Co., No. 78, 113 South Adams, Peoria, Ill. (variety store; 49 employees).

F. W. Woolworth Co., No. 308, 1515 Fifth Avenue, Moline, Ill. (variety store; 48 employees).

F. W. Woolworth Co., No. 63, 113 South Fifth Street, Springfield, Ill. (variety store; 38 employees).

F. W. Woolworth Co., No. 1663, 124 Cass Street, Woodstock, Ill. (variety store; 28 employees).

F. W. Woolworth Co., No. 307, 1016 Meridian Street, Anderson, Ind. (variety store; 43 employees).

F. W. Woolworth Co., 109 Lincoln Way West, Mishawaka, Ind. (variety store; 26 employees).

F. W. Woolworth Co., No. 2193, Northwest Plaza, Muncie, Ind. (variety store; 20 employees).

F. W. Woolworth Co., No. 2317, Unit 19, Southway Plaza, Muncie, Ind. (variety store; 24 employees).

F. W. Woolworth Co., 701 Main Street, Richmond, Ind. (variety store; 19 employees).

REGION VII

Cypress Variety, Inc., d/b/a T.G.&Y. Stores Co., No. 127, 3017 Strong Avenue, Kansas City, Kans. (variety store; 15 employees).

J. S. Dillon & Sons Stores Co., Inc., No. 14, 419 South Main, Pratt, Kans. (food store; 22 employees).

J. S. Dillon & Sons Stores Co., Inc., No. 4, 1401 North Waco, Wichita, Kans. (food store; 37 employees).

J. S. Dillon & Sons Stores Co., Inc., No. 19, 3021 East Kellogg, Wichita, Kans. (food store; 36 employees).

J. S. Dillon & Sons Stores Co., Inc., No. 26, 1807 East Kellogg, Wichita, Kans. (food store; 32 employees).

J. S. Dillon & Sons Stores Co., Inc., No. 32, 1900 East Pawnee, Wichita, Kans. (food store; 13 employees).

J. S. Dillon & Sons Stores Co., Inc., No. 29, 8829 West Central, Wichita, Kans. (food store; 34 employees).

J. S. Dillon & Sons Stores Co., Inc., No. 37, 714 Main Street, Winfield, Kans. (food store; 28 employees).

REGION VIII

Admiral & Sheridan Variety, Inc., d/b/a T.G.&Y. Stores Co., No. 68, 6318 East Admiral Place, Tulsa, Okla. (variety store; 36 employees).

Bargain World (Terry Farris), No. 5414, 401–5 West Houston, San Antonio, Tex. (variety store; 26 employees).

Cedar Variety, Inc., d/b/a T.G.&Y. Stores Co., No. 8, Elk City, Okla. (variety store; 12 employees).

Elm Variety, Inc., d/b/a T.G.&Y. Stores Co., No. 31, 3820 East Frank Phillips, Bartlesville, Okla. (variety store; 28 employees).

Gosselin Stores, Inc., d/b/a T.G.&Y. Stores Co., No. 113, 1906 Ninth Street, Wichita Falls, Tex. (variety store; 15 employees).

Hawthorn Variety, Inc., d/b/a T.G.&Y. Stores Co., No. 57, 328 East Side Boulevard, Muskogee, Okla. (variety store; 34 employees).

Hydrangea Variety, Inc., d/b/a T.G.&Y. Stores Co., No. 251, 122 Dallas West Shopping Center, Dallas, Tex. (variety store; 26 employees).

S. S. Kresge Co., No. 744, Penn Square Shopping Center, 1969 Penn Square, Oklahoma City, Okla. (variety store; 44 employees).

S. H. Kress & Co., 109 East Main, Shawnee, Okla. (variety store; 23 employees).

S. H. Kress & Co., 700 Folk Street, Amarillo, Tex. (variety store; 19 employees).

Ligustrum Variety, Inc., d/b/a T.G.&Y. Stores Co., No. 35, 403 North 14th, Ponca City, Okla. (variety store; 33 employees).

Locust Variety, Inc., d/b/a T.G.&Y. Stores Co., No. 1, 1850 Utica Square, Tulsa, Okla. (variety store; 33 employees).

McCrory-McLellan Stores Corp., No. 485, Bel Aire Shopping Center, Dal Paso and Bender, Hobbs, N. Mex. (variety store; 29 employees).

McCrory-McLellan-Green Co., 300 East Graham Avenue, Pryor, Okla. (variety store; 18 employees).

McLellan Store, No. 565, 4710 Central SE., Albuquerque, N. Mex. (variety store; 29 employees).

Neisner Bros., Inc., No. 131, 1200 Elizabeth Street, Brownsville, Tex. (variety store; 51 employees).

Neisner Bros., Inc., No. 170, 1100 South Santa Fe Street, El Paso, Tex. (variety store; 45 employees).

Neisner Bros., Inc., No. 144, 1238 Uvalde Road, Houston, Tex. (variety store; 16 employees).

Neisner Bros., Inc., No. 45, 502 Convent Avenue, Laredo, Tex. (variety store; 47 employees).

Neisner Bros., Inc., No. 172, 3617 Twin City Highway 347, Port Arthur, Tex. (variety store; 28 employees).

Neisner Bros., Inc., No. 120, 101 Broadway, San Antonio, Tex. (variety store; 73 employees).

Neisner Bros. Inc., No. 141, 149 Plaza De Las Palmas, San Antonio, Tex. (variety store; 65 employees).

Neisner Bros., Inc., No. 160, 141 Terrell Plaza, San Antonio, Tex. (variety store; 21 employees).

Neisner Bros., Inc., No. 134, 2907 Garnett Avenue, Wichita Falls, Tex. (variety store; 17 employees).

Newberry East Texas Inc., 108 Gateway, Beaumont, Tex. (variety store; 124 employees).

Popular Dry Goods Co., Inc., Texas, Mesa-San Antonio Streets, El Paso, Tex.; effective 3-2-64 to 9-2-64 (department store; 745 employees).

Spruce Variety, Inc., d/b/a T.G.&Y. Stores Co., No. 6, 506 Frisco, Clinton, Okla. (variety store; 15 employees).

Walnut Variety, Inc., d/b/a T.G.&Y. Stores, No. 11, 220 West Commerce, Oklahoma City, Okla. (variety store; 17 employees).

REGION X

Diskay Discount, subdivision of W. T. Grant Co., 134 North Loudoun Street, Winchester, Va. (variety store; 19 employees).

W. T. Grant Co., No. 356, 324 West Main Street, Clarksburg, W. Va. (variety store; 42 employees).

Jupiter Discount Store, 112 North Sycamore Street, Petersburg, Va. (variety store; 22 employees).

S. S. Kresge Co., No. 439, 240 Granby Street, Norfolk, Va. (variety store; 39 employees).

McCrory-McLellan-Green Stores, No. 507, 229-233 Fifth Avenue N., Nashville, Tenn. (variety store; 61 employees).

G. C. Murphy Co., No. 239, Dixie Manor Shopping Center, Pleasure Ridge Park, Ky. (variety store; 59 employees).

G. C. Murphy Co., No. 206, 401-409 East Broad Street, Richmond, Va. (variety store; 109 employees).

G. C. Murphy Co., No. 50, 10-14 Main Street, Buckhannon, W. Va. (variety store; 48 employees).

G. C. Murphy Co., No. 18, Jefferson and Third Streets, Moundsville, W. Va. (variety store; 40 employees).

G. C. Murphy Co., No. 33, 1115-1117 Market Street, Wheeling, W. Va. (variety store; 132 employees).

J. J. Newberry Co., No. 448, 227-229 Main Street, Danville, Ky. (variety store; 14 employees).

J. J. Newberry Co., 100-06 South Sixth Street, Mayfield, Ky. (variety store; 33 employees).

J. J. Newberry Co., Main and Maysville Streets, Mount Sterling, Ky. (variety store; 26 employees).

W. S. Peebles & Co., Inc., Main and Hicks Streets, Lawrenceville, Va. (department store; 65 employees).

W. S. Peebles & Co., Inc., New Hicks and Sharp Streets, Lawrenceville, Va. (food store; 16 employees).

W. S. Peebles & Co., Inc., 138 Danville Street, South Hill, Va. (department store; 19 employees).

Peebles Department Store, Inc., 429 Mathis Street, Manassas, Va. (department store; 49 employees).

Rose's Stores, Inc., No. 137, 314 Laskin Road, Virginia Beach, Va. (variety store; 25 employees).

F. W. Woolworth Co., No. 1314, 103 South Mill Avenue, Dyersburg, Tenn. (variety store; 28 employees).

REGION XI

Big Apple Supermarket, No. 2, 806 South Scales Street, Reidsville, N.C. (food store; 26 employees).

Big Apple Supermarket, No. 3, 709 North Scales Street, Reidsville, N.C. (food store; 20 employees).

W. T. Grant Co., 418 Third Street, Macon, Ga. (variety store; 45 employees).

H. L. Green Co., 432 North Liberty Street, Winston-Salem, N.C. (variety store; 87 employees).

S. S. Kresge Co., 4390 Sixth Street S., St. Petersburg, Fla. (variety store; 21 employees).

S. S. Kresge Co., No. 713, Moreland Shopping Center, 1400 Moreland Avenue SE., Atlanta, Ga. (variety store; 25 employees).

S. H. Kress & Co., No. 113, 832 Broad Street, Augusta, Ga. (variety store; 104 employees).

S. H. Kress & Co., 1117 Broad Street, Columbus, Ga. (variety store; 35 employees).

S. H. Kress & Co., 137 Main Street, La Grange, Ga. (variety store; 27 employees).

S. H. Kress & Co., 620 Cherry Street, Macon, Ga. (variety store; 27 employees).

S. H. Kress & Co., No. 125, 120 West Broughton Street, Savannah, Ga. (variety store; 84 employees).

S. H. Kress & Co., No. 127, 101-105 North Patterson Street, Valdosta, Ga. (variety store; 33 employees).

S. H. Kress & Co., 308 Mary Street, Waycross, Ga. (variety store; 57 employees).

S. H. Kress & Co., 101 South Tryon Street, Charlotte, N.C. (variety store; 114 employees).

S. H. Kress & Co., 101 West Main Street, Durham, N.C. (variety store; 54 employees).

S. H. Kress & Co., 113 Maxwell Street, Fayetteville, N.C. (variety store; 107 employees).

S. H. Kress & Co., 208 South Elm Street, Greensboro, N.C. (variety store; 95 employees).

S. H. Kress & Co., 141 South Main Street, High Point, N.C. (variety store; 37 employees).

S. H. Kress & Co., 307 Middle Street, New Bern, N.C. (variety store; 69 employees).

S. H. Kress & Co., 162 South Main Street, Rocky Mount, N.C. (variety store; 44 employees).

S. H. Kress & Co., 11 North Front Street, Wilmington, N.C. (variety store; 40 employees).

S. H. Kress & Co., 5 West Fourth Street, Winston-Salem, N.C. (variety store; 74 employees).

S. H. Kress & Co., 281 King Street, Charleston, S.C. (variety store; 31 employees).

S. H. Kress & Co., 1508 Main Street, Columbia, S.C. (variety store; 54 employees).

S. H. Kress & Co., No. 297, 117 West Evans Street, Florence, S.C. (variety store; 72 employees).

S. H. Kress & Co., 27-31 South Main Street, Greenville, S.C. (variety store; 55 employees).

S. H. Kress & Co., 311-313 Main Street, Greenwood, S.C. (variety store; 39 employees).

S. H. Kress & Co., 301 Russell Street, Orangeburg, S.C. (variety store; 36 employees).

S. H. Kress & Co., 115 East Main Street, Spartanburg, S.C. (variety store; 51 employees).

S. H. Kress & Co., 49 South Main Street, Sumter, S.C. (variety store; 39 employees).

McCrory-McLellan-Green Stores, 509-518 Cleveland Street, Clearwater, Fla. (variety store; 25 employees).

McCrory-McLellan-Green Stores, No. 1003, 65 Miracle Mile, Coral Gables, Fla. (variety store; 32 employees).

McCrory, No. 157, 326-328 North Marion Street, Lake City, Fla. (variety store; 27 employees).

McCrory-McLellan-Green Stores, 455 Harrison Avenue, 282 Panama City, Fla. (variety store; 20 employees).

McCrory-McLellan-Green Stores, 47 Whitehall Street, Atlanta, Ga. (variety store; 64 employees).

McCrory-McLellan-Green Stores, No. 700, 124 West Main Street, Albemarle, N.C. (variety store; 21 employees).

McCrory-McLellan-Green, 145 East Main Street, Spartanburg, S.C. (variety store; 28 employees).

Neisner Brothers, Inc., No. 162, 420 Brevard Avenue, Cocoa, Fla. (variety store; 35 employees).

Neisner Brothers, Inc., No. 167, 20271 South Federal Highway, Cutler Ridge, Fla. (variety store; 29 employees).

Neisner Brothers, Inc., No. 158, 230 Southwest 40th Avenue, Fort Lauderdale, Fla. (variety store; 30 employees).

Neisner Brothers, Inc., No. 99, 1130 North Main Street, Gainesville, Fla. (variety store; 22 employees).

Neisner Brothers, Inc., No. 175, 2506 North Roosevelt Boulevard, Key West, Fla. (variety store; 64 employees).

Neisner Brothers, Inc., No. 21, 3721 Northwest Seventh Street, Miami, Fla. (variety store; 39 employees).

Neisner Brothers, Inc., No. 40, 3359 North Federal Highway, Pompano Beach, Fla. (variety store; 25 employees).

Neisner Brothers, Inc., No. 157, 1155 Apalachee Parkway, Tallahassee, Fla. (variety store; 45 employees).

Neisner Brothers, Inc., No. 146, 8825 Florida Avenue, Tampa, Fla. (variety store; 39 employees).

Neisner Brothers, Inc., No. 147, 3902 Britton Plaza, Tampa, Fla. (variety store; 22 employees).

J. J. Newberry Co., 502-6 Cherry Street, Macon, Ga. (variety store; 65 employees).

Richbourg Bros. Markets, Inc., 700 Bleckley Street, Anderson, S.C. (food store; 26 employees).

The following certificates were issued to establishments coming into existence after May 1, 1960, under paragraphs (c), (d), (g), and (h) of § 519.6 of 29 CFR Part 519. The certificates permit the employment of full-time students at rates of not less than 85 cents an hour in the classes of occupations listed, and provides for limitations on the percentage of full-time student hours of employment at rates below $1.00 an hour to total hours of employment of all employees. The percentage limitations vary from month to month between the minimum and maximum figures indicated.

These certificates are effective from April 1, 1964 through September 2, 1964, except as otherwise indicated.

Bonifay Shopworth Stores, Inc., 226 North Waukesha Street, Bonifay, Fla.; bag boys, carry-out boys; between 9.6 percent and 9.9 percent (food store; 15 employees).

Braun's, No. 357, division of S. H. Kress & Co., 160 Main Street, Warrenton, Va.; sales clerks; between 6.3 percent and 9.9 percent (variety store; 24 employees).

Britts Newton Corp., No. 428, 77-89 Spring Street, Newton, N.J.; office clerk, stock clerk, window trimmer, sales clerk, janitor, markers; 10 percent for each month (variety store; 153 employees).

Centers, 151-159 Main Street, Waterville, Maine; sales clerks, maintenance; 10 percent for each month (variety store; 23 employees).

Colquitt Piggly Wiggly, Inc., 209 West College, Colquitt, Ga.; bag boy, carry-out; between 9.6 percent and 9.8 percent (food store; 13 employees).

Graceville Piggly-Wiggly, Inc., Cotton Street, Graceville, Fla.; bag boy, carry-out; between 9.4 percent and 9.9 percent (food store; 13 employees).

Headland Piggly Wiggly, Inc., Main Street, Headland, Ala.; bag boys; between 9.5 percent and 9.8 percent (food store; 12 employees).

K-Mart, No. 4005, 108 South Adams Street, Peoria, Ill.; sales; 10 percent for each month (variety store; 55 employees).

S. S. Kresge Co., No. 217, 226-228 Main Street, Vincennes, Ind.; sales; between 7.8 percent and 10 percent (variety store; 40 employees).

S. S. Kresge Co., No. 450, South Shore Plaza, Granite Street, (Route 37) and Route 128, Braintree, Mass.; sales clerk; 10 percent for each month (variety store; 50 employees).

S. S. Kresge Co., No. 196, 1806 Duke Street, Alexandria, Va.; effective 4-7-64 to 9-2-64; sales clerk; 10 percent for each month (variety store; 33 employees).

S. H. Kress & Co., 36 West Landis Avenue, Vineland, N.J.; sales clerks; 10 percent for each month (variety store; 53 employees).

Mariana Piggly Wiggly, Inc., N/E West Lafayette Street, Mariana, Fla.; bag boy, carry-out; between 8.9 percent and 9.7 percent (food store; 19 employees).

Neisner Bros., Inc., No. 183, 811 North Seventh Street, Dade City, Fla.; sales clerk, clerical, stock clerk; 10 percent for each month (variety store; 14 employees).

Neisner Bros., Inc., No. 142, 2426 Brunswick Pike, Trenton, N.J.; selling, waitresses, stock; 10 percent for each month (variety store; 24 employees).

Newberry Painesville Corp., 135 Main Street, Painesville, Ohio; sales clerks, office clerks; between 7.5 percent and 10 percent (variety store; 82 employees).

J. J. Newberry Co., 340 Pompton Avenue, Route 23, Verona, N.J.; office clerks, window trimmers, stock clerks, janitors, sales clerks, markers; between 9.6 percent and 10 percent (variety store; 156 employees).

F. W. Woolworth Co., No. 312, 824 LaSalle Street, Ottawa, Ill.; sales; between 5.7 percent and 10 percent (variety store; 34 employees).

F. W. Woolworth Co., No. 2616, 119–129 East Wayne Street, Fort Wayne, Ind.; sales; between 1.2 percent and 6.0 percent (variety store; 45 employees).

F. W. Woolworth Co., No. 2620, 318–336 North State Street, Caro, Mich.; sales clerk; 10 percent for each month (variety store; 29 employees).

Younker Brothers, Inc., 1950 Grand Avenue N., Spencer, Iowa; sales clerk, delivery clerk, messenger, stock clerk, wrapper, cleaning, office clerk, marker, porter work; between 3.7 percent and 7.9 percent (department store; 24 employees).

Younker Brothers, Inc., 1501 First Avenue E., Newton, Iowa; sales clerk, delivery clerk, wrapper, office clerk, messenger, cleaning, stock clerk, marker, porter work; between 0.6 percent and 8.2 percent (department store; 31 employees).

Younker Brothers, Inc., 4444 First Avenue, NE., Cedar Rapids, Iowa; stock clerk, delivery clerk, marker, office clerk, wrapper, cleaning, sales clerk, messenger, porter work; between 3.8 percent and 8.8 percent (department store; 158 employees).

Younker Brothers, Inc., Middle and Kimberley Roads, Bettendorf, Iowa; stock clerk, messenger, delivery clerk, office clerk, wrappers, cleaning, sales clerk, markers, porter work; between 8.9 percent and 10 percent (department store; 117 employees).

Each certificate has been issued upon the representations of the employer which, among other things, were that employment of full-time students at special minimum rates is necessary to prevent curtailment of opportunities for employment, and the hiring of full-time students at special minimum rates will not tend to displace full-time employees. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 519.9.

Signed at Washington, D.C., this 15th day of April 1964.

ROBERT G. GRONEWALD,
Authorized Representative of the Administrator.

[F.R. Doc. 64-3937; Filed, Apr. 21, 1964; 8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 301]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

APRIL 17, 1964.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

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

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

MOTOR CARRIERS OF PROPERTY

No. MC 1222 (Deviation No. 2), THE REINHARDT TRANSFER COMPANY, 1410 10th Street, Portsmouth, Ohio, filed April 6, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Huntington, W. Va., over Interstate Highway 64 to Charleston, 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 Coal Grove, Ohio, over U.S. Highway 52 to Huntington, W. Va., thence over U.S. Highway 60 to Charleston, W. Va., thence over U.S. Highway 119 to Racine, W. Va., thence over West Virginia Highway 3 to junction U.S. Highway 19 near Peckley, W. Va., and thence over U.S. Highway 19 to Bluefield, W. Va., and return over the same route.

No. MC 2202 (Deviation No. 74), ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, Post Office Box 471, Akron Ohio, 44309, filed April 6, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Washington, D.C., over Virginia Highway 350 to junction Virginia Highway 236, thence over Virginia Highway 236 to junction U.S. Highway 29, thence over U.S. Highway 29 to Reidsville, N.C., thence over U.S. Highway 158 to junction North Carolina Highway 68, thence over North Carolina Highway 68 to junction North Carolina Highway 150, thence over North Carolina Highway 150 to Winston-Salem, N.C., 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 Washington, over U.S. Highway 1 to junction U.S. Highway 158, thence over U.S. Highway 158 to junction U.S. Highway 15, thence over U.S. Highway 15 to Durham, N.C., thence over U.S. Highway 70 to junction Alternate U.S. Highway 70, thence over Alternate U.S. Highway 70 to junction U.S. Highway 421 (at Greensboro, N.C.) thence over U.S. Highway 421 to Winston-Salem, and return over the same route.

No. MC 19778 (Deviation No. 3), THE MILWAUKEE MOTOR TRANSPORTATION COMPANY, 508 Union Station Building, 516 West Jackson Boulevard, Chicago, Ill., 60606, filed April 5, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Chicago, Ill., over Interstate Highway 90 to junction U.S. Highway 20, thence over U.S. Highway 20 to Rockford, Ill., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Chicago over Illinois Highway 64 to junction U.S. Highway 45, thence over U.S. Highway 45 to junction Illinois Highway 19, thence over Illinois Highway 19 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Illinois Highway 72, thence over Illinois Highway 72 to junction Illinois Highway 23, thence over Illinois Highway 23 to De Kalb, Ill.; and from Lanark, Ill., over Illinois Highway 72 to junction Illinois Highway 26, thence over Illinois Highway 26 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Illinois Highway 2, thence over Illinois Highway 2 to junction Belt Line Road, thence over Belt Line Road to junction U.S. Highway 51, thence over U.S. Highway 51 to junction Illinois Highway 72, thence over Illinois Highway 72 to Hampshire, Ill., and return over the same routes.

No. MC 22173 (Deviation No. 1), SMITH'S TRANSFER, 710 East Eager Street, Baltimore 2, Md., filed April 7, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From Baltimore, Md., over Baltimore-Washington Parkway to junction Maryland Highway 175, thence over Maryland Highway 175 to Waterloo, Md., and (B) from Baltimore, over Interstate Highway 695 to junction Maryland Highway 3, thence over Maryland Highway 3 to junction U.S. Highway 50, and thence over U.S. Highway 50 to Washington, and return over the same routes, 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 Baltimore over U.S. Highway 1 to Alexandria, Va., and return over the same route.

No. MC 29988 (Deviation No. 15), DENVER-CHICAGO TRUCKING COMPANY, INC., 45th and Jackson Streets, Denver, Colo., applicant's attorney: Edward G. Bazelon, 39 South La Salle Street, Chicago, Ill., filed April 9, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 30 and Nebraska Highway 92, approximately 3 miles southwest of Clarks, Nebr., over Nebraska Highway 92 to Omaha, Nebr., thence over South Omaha Bridge to Iowa Highway 92, thence over Iowa Highway 92 to junction Iowa Highway 48, at or near Griswold, Iowa, thence over Iowa Highway 48 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Iowa Highway 64, thence over Iowa Highway 64 to junction U.S. Highway 30, approximately 9 miles east of State Center, Iowa, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Denver over U.S. Highway 85 to Greeley, Colo., thence over U.S. Highway 34 to junction U.S. Highway 6, thence over U.S. Highway 6 to Sterling, Colo. (also from Denver over U.S. Highway 6 to Sterling), thence over U.S. Highway 138 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 Chicago, Ill.; and, from junction U.S. Highway 30 and Alternate U.S. Highway 30 over U.S. Highway 30 to Aurora, Ill., thence over Illinois Highway 65 to junction U.S. Highway 34, thence over U.S. Highway 34 to Chicago, and return over the same routes.

No. MC 35628 (Deviation No. 19), INTERSTATE MOTOR FREIGHT SYSTEM, 134 Grandview Avenue SW., Grand Rapids, Mich., 49502, filed April 8, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From Denver, Colo., over Interstate Highway 80S to junction Interstate Highway 80, thence over Interstate Highway 80 to Chicago, Ill., (B) from Buffalo, N.Y., over New York Highway 5 to Batavia, N.Y., thence over New York Highway 33 to Rochester, N.Y., thence over U.S. Highway 104 to junction New York Highway 370 near Red Creek, N.Y., thence over New York Highway 370 to junction New York Highway 234, thence over New York Highway 234 to Vernon, N.Y., (C) from Detroit, Mich., over Interstate Highway 96 to Lansing, Mich., and (D) from Flint, Mich., over Michigan Highway 78 to Lansing, Mich., thence over unnumbered highway (formerly U.S. Highway 16) to junction Interstate Highway 96, thence over Interstate Highway 96 to Grand Rapids, Mich., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Denver, Colo., over U.S. Highway 6 to Sterling, Colo., thence over U.S. Highway 138 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 275, thence over U.S. Highway 275 to Omaha; from Omaha over U.S. Highway 6 to Moline, Ill., thence over Illinois Highway 92 to junction U.S. Highway 34, thence over U.S. Highway 34 to Oswego, Ill., thence over Illinois Highway 65 to junction U.S. Highway 34, thence over U.S. Highway 34 to Chicago; from Buffalo over New York Highway 5 to Batavia, N.Y., thence over New York Highway 33 to Rochester, N.Y., thence over New York Highway 31 to junction New York Highway 234, thence over New York Highway 234 to Vernon, N.Y.; from Detroit, Mich., over U.S. Highway 16 to Lansing, Mich.; and from Flint, Mich., over Michigan Highway 78 to Lansing, Mich., thence over U.S. Highway 16 to junction U.S.B.R. 16 (formerly U.S. Highway 16), thence U.S.B.R. 16 to Grand Rapids, Mich., and return over the same routes.

No. MC 52426 (Deviation No. 1), POWELL TRANSPORTATION COMPANY, INC., 511 Buchanan Street, Hyattsville, Md., filed April 9, 1964. Attorney Hugh M. Steinberger (same address as applicant). Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over deviation routes as follows: (A) From Washington, D.C., over U.S. Highway 50 to junction Maryland Highway 3, thence over Maryland Highway 3 to junction U.S. Highway 1; (B) from junction U.S. Highway 40 and Interstate Highway 95 at or near Baltimore, Md., over Interstate Highway 95 (Northeast Expressway) to junction U.S. Highway 40, Wilmington, Del.; and (C) from junction U.S. Highway 40 and Interstate Highway 295 at or near Wilmington, Del., over Interstate Highway 295 to junction New Jersey Highway 73, thence over New Jersey Highway 73 to junction U.S. Highway 130, thence over U.S. Highway 130 to junction U.S. Highway 1, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Washington, over U.S. Highway 1 to Baltimore, thence over U.S. Highway 40 to junction U.S. Highway 13, thence over U.S. Highway 13 to Philadelphia, Pa., and thence over U.S. Highway 1 to New York, and return over the same route.

No. MC 59680 (Deviation No. 21), STRICKLAND TRANSPORTATION CO., INC., Post Office Box 5689, Dallas, Tex., 75222, filed April 5, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Dallas, Tex., and Shreveport, La., over Interstate Highway 20, 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 Dallas over U.S. Highway 67 to Greenville, Tex., thence over Texas Highway 24 to Paris, Tex., thence over U.S. Highway 82 to Texarkana, Tex.-Ark., thence over U.S. Highway 71 to Shreveport; and return over the same route.

No. MC 66562 (Deviation No. 14), RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York, N.Y., 10017, filed April 6, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, moving in express service, over a deviation route as follows: From junction Massachusetts Highway 28 and Interstate Highway 93, over Interstate Highway 93 to juction U.S. Highway 3, 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 over city streets to Somerville, Mass., thence over Massachusetts Highway 28 to junction Massachusetts Highway 128, thence over Massachusetts Highway 28 to junction U.S. Highway 3, thence over U.S. Highway 3 to Manchester, N.H., and return over the same route.

No. MC 69116 (Deviation No. 23), SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill., filed April 6, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Chicago, Ill., over Interstate Highway 94 to junction Interstate Highway 194, thence over Interstate Highway 194 to junction Interstate Highway 294, thence over Interstate Highway 294 to junction Interstate Highway 94, thence over Interstate Highway 94 to Madison, Wis., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Chicago, Ill., over U.S. Highway 41 to Milwaukee, Wis., thence over U.S. Highway 16 to Watertown, Wis., thence over Wisconsin Highway 19 to Sun Prairie, Wis., thence over U.S. Highway 151 to Madison; and, from Chicago over U.S. Highway 41 to Milwaukee, Wis., thence over Wisconsin Highway 30 to Madison, and return over the same routes.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-3944; Filed, Apr. 21, 1964; 8:48 a.m.]

[Notice 628]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

APRIL 17, 1964.

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

Section B. The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications

by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

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

APPLICATIONS ASSIGNED FOR ORAL HEARING

SECTION A

No. MC 79658 (Sub-No. 8), filed April 15, 1964. Applicant: ATLAS VAN LINES, INC., 1212 St. George Road, Evansville, Ind. Applicant's attorney: Herbert Burstein, 160 Broadway, New York 38, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, (1) between points in Alaska, and (2) between points in Alaska, on the one hand, and, on the other, points in the United States.

HEARING: May 18, 1964, in Room 117, 909 First Avenue, Federal Office Building, Seattle, Wash., before Examiner F. Roy Linn.

No. MC 105275 (Sub-No. 28), (REPUBLICATION), filed March 19, 1964. Published FEDERAL REGISTER issue of March 8, 1964, and republished this issue. Applicant: W. T. BYRNS MOTOR EXPRESS, INC., 646 Coffeen Street, Watertown, N.Y. Applicant's attorney: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road (at South Shore Plaza), Braintree 84, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Aluminum and aluminum products*, from the town of Massena, N.Y., and points within five (5) miles thereof, to points in Connecticut, Maryland, Massachusetts, New Jersey, New York, Rhode Island, Delaware, New Hampshire, and Vermont, and those in that part of Pennsylvania on and east of a line beginning at the Pennsylvania-New York State line and extending over U.S. Highway 11 to junction U.S. Highway 15, thence over U.S. Highway 15 to the Pennsylvania-Maryland State line, and (2) *commodities used in the manufacture, packing, and shipping of aluminum and aluminum products*, from points in Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, Rhode Island, Vermont, those in New York (except Albany and New York, N.Y.) and those in that part of Pennsylvania as above-specified, to the town of Massena, N.Y., and points within five (5) miles thereof.

NOTE: Applicant states no duplicating authority is sought. Common control may be involved. This application was formerly published in the April 8, 1964, issue of the FEDERAL REGISTER. It is being republished herein for the purpose of assigning it for hearing.

HEARING: May 22, 1964, at the Federal Building, Albany, N.Y., before Examiner Frank J. Mahoney.

No. MC 111812 (Sub-No. 247), filed April 8, 1964. Applicant: MIDWEST COAST TRANSPORT, INC., Wilson Terminal Building, Post Office Box 747, Sioux Falls, S. Dak. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plant-site of Kitchens of Sara Lee at Deerfield, Ill., to points in Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Delaware, and the District of Columbia.

NOTE: Common control may be involved.

HEARING: May 20, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Joseph A. Reilly.

No. MC 114699 (Sub-No. 23), filed April 14, 1964. Applicant: TANK LINES INCORPORATED, Post Office Box 6415, Dabney Road, Richmond, Va. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal fats, animal oils, and vegetable oils, including products and blends thereof*, in bulk, in tank vehicles, from Chicago, Ill., to Suffolk and Richmond, Va., and Washington, D.C.

HEARING: May 11, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Charles J. Murphy.

No. MC 118196 (Sub-No. 19), filed April 7, 1964. Applicant: RAYE AND COMPANY TRANSPORTS, INC., Post Office Box 613, Carthage, Mo. Applicant's attorney: Robert R. Hendon, 4000 Tunlaw Road NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meat, meat products, meat byproducts and articles distributed by meat packinghouses*, as defined in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, and 766 and (2) *dairy products*, from points in Wisconsin and Minnesota, to points in Kansas, Missouri, Iowa, Nebraska, Oklahoma, and Arkansas.

HEARING: May 18, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Harry M. Shooman.

SECTION B

No. MC 65626 (Sub-No. 10), filed February 13, 1964. Applicant: FREDONIA EXPRESS, INC., Post Office Box 222, Fredonia, N.Y. Applicant's attorney: E. Stephen Heisley, Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs, including vegetables, fruits, fruit juices, jellies, preserves, table sauces, and vegetables with meat*, from points in Erie, Cattaraugus, and Chautauqua Counties, N.Y., to points in New Jersey, and Pennsylvania, and *empty containers (glass, plastic, and tin) including jars, bottles, glasses, goblets, pots, tumblers, vials or cans, with or without their tops, corks, covers, stoppers, caps and closures, and caps (bottle jar and tin), glass, metal or plastic, including caps, tops, corks, covers, stoppers and closures, when shipped separately from their empty containers*, on return.

NOTE: Applicant states it "seeks no duplicating authority in this application", also, claims that it presently is entitled to transport the commodities as shown in return movement, under "its grandfather operations", that "this claim will be the subject of a separate petition for waiver of Rule 1.101(e) of the General Rules of Practice, and for reopening of the above entitled proceedings for clarification of 'Grandfather' authority and/or for formal hearing." Applicant further "requested that the section 207 application and the above-described petition be handled concurrently."

HEARING: May 18, 1964, at the Park Sheraton Hotel, New York, N.Y., before Examiner Charles B. Heinemann.

NOTICE OF FILING OF PETITIONS

No. MC 12217 (PETITION FOR CHANGE IN PLACE FOR DOING BUSINESS), dated March 17, 1964. Petitioner: CHARLES WEITZ, doing business as WEIT TOURS AND TRAVEL SERVICE, 125 Albert Avenue, Aldan, Pa. Petitioner's attorney: S. Harrison Kahn, Suite 733, Investment Building, Washington 5, D.C. Petitioner holds a license to engage in operations as a broker at Lansdale, Pa., in arranging for the transportation of passengers and their baggage, from Lansdale, Pa., and points in Pennsylvania within 25 miles of Lansdale, to points in the United States, and return. By the instant petition, petitioner requests the Commission to reissue his broker's license to read "Aldan, Pa." in lieu of "Lansdale, Pa." as the place at which he may engage in operations as a broker. Petitioner states no new authority is sought herein, as Aldan is within 25 miles of Lansdale, Pa., and all of petitioner's operations as a licensed broker in connection with transportation as authorized by his license No. MC 12217 will remain restricted to the territory within 25 miles of Lansdale, Pa. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by the petitioner.

No. MC 20722 (Sub-No. 9) (PETITION FOR MODIFICATION OF CERTIFICATE PURSUANT TO THE REPORT IN MC-C-3024), filed April 8, 1964. Petitioner: M & G CONVOY, INC., Buffalo, N.Y. Petitioner's attorney: Walter N. Bieneman, Suite 1700, 1 Woodward Avenue, Detroit, Mich., 48226. Petitioner holds authority in No. MC 20722 (Sub-No. 9), authorizing the transportation of "New passenger automobiles, including ambulances, hearses, and taxis, and automobile chassis, in initial movements, in truckaway service, from Newark, Del., to points in Connecticut, Delaware, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and the District of Columbia, and damaged vehicles as stipulated above, on return." In view of the report of the Commission in No. MC-C-3024, *National Automobile Transporters Association Petition for Declaratory Order* (wherein

provision is made for modification of existing authorities under certain conditions), the holder of the above-described operating authority, by the instant petition, requests the Commission to modify its certificate to perform service as follows: "New passenger automobiles, including ambulances, hearses, and taxis, and automobile chassis, in secondary movements, in truckaway service, from Selkirk, N.Y., and Framingham, Mass., to points in Vermont, New Hampshire, Maine, and Rhode Island, restricted to traffic originating at the Chrysler Corp. plant in Newark, Del., and having an immediately prior movement by rail." Any person or persons desiring to participate in this proceeding may file replies to said petition (original and fourteen (14) copies each), within 45 days from the date of this publication in the FEDERAL REGISTER.

No. MC 124315 (PETITION TO ADD AN ADDITIONAL SHIPPER TO PRESENT OPERATING AUTHORITY), filed March 26, 1964. Petitioner: ROBERT LUKENBILL AND DWIGHT JOHNSON, a partnership doing business as J & L CO., 6517 North Smith Street, Spokane, Wash. Petitioner's attorney: Hugh A. Dressel, 702 Old National Bank Building, Spokane, Wash., 99201. Petitioner is authorized by virtue of Permit No. MC 124315, dated November 21, 1962, to transport, over irregular routes: Bakery products, from Spokane, Wash., to Newport, Pullman, and Colville, Wash., and Wallace, Lewiston, Moscow, Plummer, Coeur d'Alene, Sandpoint, and Kellogg, Idaho, and returned and stale bakery products, on return. This permit carries a restriction limiting its transportation service on the commodities described herein to continuing contracts with the following shippers: Silver Loaf Baking Co., Spokane, Wash., and Boge Bros. Baking Co., Spokane, Wash. By the instant petition, petitioner requests authority to add an additional shipper, Holsum Baking Co., Lewiston, Idaho, to its presently held authority, thereby servicing all three companies under Permit No. MC 124315. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

No. MC 124813 (PETITION FOR CONVERSION OF CERTIFICATE), filed April 1, 1964. Petitioner: UMTHUN TRUCKING CO., a corporation, Eagle Grove, Iowa. Petitioner's attorney: J. Max Harding, Post Office Box 2028, Lincoln, Nebr. Petitioner is authorized to conduct operations by virtue of No. MC 124813, dated November 27, 1962, to transport, over irregular routes, gypsum products, and building materials, moving therewith, from the plant site of the United States Gypsum Co. at Fort Dodge, Iowa, to points in Nebraska, North Dakota, and South Dakota. By the instant petition, petitioner requests the Commission to convert this certificate into a contract carrier permit, under which service would be limited to a continuing contract with United States Gypsum Co.; and that the Commission find it would be consistent with the public interest for it to conduct dual operations. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

No. MC 124952 (Sub-No. 2), (PETITION TO AMEND PERMIT TO SUBSTITUTE NEW CONTRACTING SHIPPER), filed April 2, 1964. Petitioner: RUSSELL F. HASINBILLER, doing business as, R & H TRANSPORT, Craigville, Ind. Petitioner's attorney: Donald W. Smith, Suite 511, Fidelity Building, Indianapolis 4, Indiana. Petitioner is authorized in Permit No. MC 124952 (Sub-No. 2), to transport, over irregular routes, thermal insulation products and machinery and materials used in applying thermal insulation products, from Craigville, Ind., to points in Arkansas, Connecticut, Delaware, Illinois, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New Hampshire, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, and Wisconsin, and institutional news and aluminum sulphate, from the above-specified destination States to Craigville, Ind., limited to a transportation service to be performed, under a continuing contract, or contracts, with Thermtron Products, Inc., and inserting Incel Corp. as the applicable contracting shipper. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations supporting or opposing the relief sought by petitioner.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing 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-8665 (HOWARD'S EXPRESS, INC.—PURCHASE—EXCHANGE TRUCKING CORP.), published in the February 5, 1964, issue of the FEDERAL REGISTER, on page 1771. Application filed April 13, 1964, for temporary authority under section 210a(b).

No. MC-F-8718. Authority sought for control and merger by MEADORS FREIGHT LINE, INC., 310 East Usher, Post Office Box 70, Covington, Ga., of the operating rights and property of JACK'S FAST FREIGHT, INC., 810 Old Flat Shoals Road SE., Atlanta, Ga., 30312, and for acquisition by T. RUCKER GINN, and S. A. GINN, both of Covington, Ga., of control of such rights and property through the transaction. Applicants' attorney: R. J. Reynolds, Jr., 403-11 Healey Building, Atlanta, Ga., 30303. Operating rights sought to be controlled and merged: Under a certificate of registration in No. MC-99989 Sub-2, covering the transportation of property, as a common carrier, in intrastate commerce, within the State of Georgia. MEADORS FREIGHT LINE, INC., claims "grandfather" rights in Georgia, under section 206(a)(7) of the act, pursuant to BOR-99, in No. MC-117604 Sub-2. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8719. Authority sought for purchase by BROCKWAY FAST MOTOR FREIGHT, INC., 568 Central Avenue, Somerville, N.J., of the operating rights of BAY SHORE TRUCKING CO., 295 Broadway, Keyport, N.J., and for acquisition by DANIEL P. DAMEO, 779 West Foothill Road, Somerville, N.J., of control of such rights through the purchase. Applicants' representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Operating rights sought to be transferred: *Brick, crushed stone, sand, gravel*, and *building materials* (not including lumber), as a *common carrier*, over irregular routes, between points in Middlesex County, N.J., on the one hand, and, on the other, Cliffwood, N.J., and points within 100 miles of Cliffwood, N.J., in New York, and New Jersey. Vendee is authorized to operate as a *common carrier* in New Jersey, Massachusetts, Rhode Island, Connecticut, Pennsylvania, Delaware, New York, Maryland, Virginia, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8720. Authority sought for control by U.S. TRUCK LINES, INC., OF DELAWARE, 1602 Union Commerce Building, Cleveland 14, Ohio, of CENTRAL TRUCK LINES, INC., 1001 Jackson Street, Post Office Box 1411, Tampa, Fla. Applicants' attorneys: William R. Fifner, 1602 Union Commerce Building, Cleveland 14, Ohio, and Roland Rice, 618 Perpetual Building, Washington 4, D.C. Operating rights sought to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes, between Atlanta, Ga., and St. Petersburg, Fla., between Barnesville, Ga., and St. Petersburg, Fla., between New Orleans, La., and Mobile, Ala., between Mobile, Ala., and Pensacola, Fla., between Jacksonville, Fla., and Midway, Ga., between specified points in Florida and Georgia, serving certain intermediate and off-route points, numerous alternate routes for operating convenience only; *general commodities*, excepting, among others, household goods, but not excepting commodities in bulk, between Waycross, Ga., and Jacksonville, Fla., between specified points in Georgia, and Florida, serving certain intermediate and off-route points, numerous alternate routes for operating convenience only; *general commodities*, between Tifton, Ga., and Moultrie, Ga., between Alapaha, Ga., and Homerville, Ga., serving all intermediate points, between Macon, Ga., and Eastman, Ga., serving no intermediate points; *general commodities*, except petroleum in bulk, in tank vehicles, and except those of unusual value, class A and B explosives, livestock, household goods as defined by the Commission, and

commodities requiring special equipment, other than those requiring special handling or rigging because of weight or size, between Valdosta, Ga., and Ray City, Ga., between Valdosta, Ga., and Lakeland, Ga., serving certain intermediate and off-route points; *feed* and *pecans*, from Valdosta, Ga., to Jacksonville, Fla., serving no intermediate points; *groceries*, over regular and irregular routes, from Jacksonville, Fla., to Valdosta, Thomasville, Tifton, and Camilla, Ga., serving no intermediate points; and *paper and paper products*, over irregular routes, from Palatka and Yulee, Fla., to New Orleans, La., and points within 7 miles thereof, Mobile, Ala., and points within seven miles thereof, and points on U.S. Highway 90 between Mobile, Ala., and New Orleans, La. U.S. TRUCK LINES, INC., OF DELAWARE, holds no authority from this Commission. However, it is affiliated with the following *common carriers:* (1) BROWN EXPRESS, INC., which is authorized to operate in the State of Texas; (2) THE CLEVELAND, COLUMBUS & CINCINNATI HIGHWAY, INC., which is authorized to operate in Indiana, West Virginia, Ohio, Michigan, and Kentucky; (3) THE CONSOLIDATED CARTAGE & STORAGE COMPANY, which is authorized to operate in Ohio; (4) MOTOR EXPRESS, INC., OF INDIANA, which is authorized to operate in Indiana, Illinois, Ohio, and Wisconsin; (5) MOTOR EXPRESS, INC. (N.J. CORP.), which is authorized to operate in Illinois; (6) MOTOR EXPRESS, INC. (OHIO CORP.), which is authorized to operate in Ohio, Pennsylvania, New York, and West Virginia; and (7) NATIONAL TANK TRUCK DELIVERY, INC., which is authorized to operate as a *contract carrier* in Ohio, Indiana, and Kentucky. Application has not been filed for temporary authority under section 210a(b).

NOTE: Application for authority under section 214 was filed in conjunction with the application under section 5, in Finance Docket No. 23081.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary.*

[F.R. Doc. 64-3946; Filed, Apr. 21, 1964; 8:48 a.m.]

[Notice 629]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

APRIL 17, 1964.

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

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

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

APPLICATIONS ASSIGNED FOR ORAL HEARING

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 appendixes thereto.

(4) The admissibility of the evidence contained in the written statements and the appendixes 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.

SECTION A

No. MC 2153 (Sub-No. 35), filed April 13, 1964. Applicant: MIDWEST MOTOR EXPRESS, INC., 1205 Front Avenue, Bismarck, N. Dak. Applicant's attorney: James F. Greenstein, Twin City Federal Building, 112 East Sixth Street, St. Paul 1, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Minneapolis, St. Paul, South St. Paul, Inver Grove, West St. Paul, Newport, North St. Paul, Columbia Heights, Robbinsdale, St. Louis Park, Hopkins, Edina, Richfield, Red Rock, McCarron's Lake, Fort Snelling, State Fairgrounds, Bloomington, and Plymouth, Minn.

HEARING: April 30, 1964, in Room B-29, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Joint Board No. 145, or, if the Joint Board waives its right to participate, before Examiner Harry M. Shooman.

No. MC 15473 (Sub-No. 16), filed April 15, 1964. Applicant: BEST TRUCK LINES, INC., 325 North Main Street, Ottawa, Kans. Applicant's attorney: Frank W. Taylor, Jr., 1221 Baltimore Avenue, Kansas City 5, Mo. 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 packinghouses*, between the plant site of Armour & Co., located at or near Emporia, Kans., on the one hand, and, on the other, points in Missouri, Iowa, and Oklahoma.

HEARING: May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 35628 (Sub-No. 257), filed April 13, 1964. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville Street SW., Grand Rapids, Mich. Applicant's attorneys: Leonard D. Verdier, Jr., 300 Michigan Trust Building, Grand Rapids 2, Mich., and Donald Morken, 1000 First National Bank Building, Minneapolis 2, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, and commodities in bulk), serving South St. Paul, Inver Grove, West St. Paul, Newport, North St. Paul, Columbia Heights, Robbinsdale, St. Louis Park, Edina, Richfield, Red Rock, McCarron's Lake, Fort Snelling, State Fairgrounds, Bloomington, and Plymouth, Minn., as off-route points in connection with applicant's authorized regular-route operations between Minneapolis and St. Paul, Minn.

HEARING: April 30, 1964, in Room B-29, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Joint Board No. 145, or, if the Joint Board waives its right to participate, before Examiner Harry M. Shooman.

No. MC 42487 (Sub-No. 599), filed April 9, 1964. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. Applicant's attorney: Donald A. Morken, 1000 First National Bank Building, Minneapolis 2, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except dangerous explosives, and except household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17, M.C.C. 467, commodities in bulk, and requiring special equipment), between Minneapolis, St. Paul, South St. Paul, Inver Grove, West St. Paul, Newport, North St. Paul, Columbia Heights, Robbinsdale, St. Louis Park, Hopkins, Edina, Richfield, Red Rock, McCarron's Lake, Fort Snelling, State Fair Grounds, Bloomington, and Plymouth, Minn.

NOTE: Common control may be involved.

HEARING: April 30, 1964, in Room B-29, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Joint Board No. 145, or, if the Joint Board waives its right to participate before Examiner Harry M. Shooman.

No. MC 66788 (Sub-No. 20), filed April 10, 1964. Applicant: RAYMOND MOTOR TRANSPORTATION, INC., 1912 Broadway NE., Minneapolis, Minn. Applicant's attorney: Donald A. Morken, First National Bank Building, Minneapolis, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Minneapolis, St. Paul, South St. Paul, Inver Grove, West St. Paul, Newport, North St. Paul, Columbia Heights, Robbinsdale, St. Louis Park, Hopkins, Edina, Richfield, Red Rock, McCarron's Lake, Fort Snelling, State Fairgrounds, Bloomington, and Plymouth, Minn.

HEARING: April 30, 1964, in Room B-29, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Joint Board No. 145, or, if the Joint Board waives its right to participate before, Examiner Harry M. Shooman.

No. MC 103191 (Sub-No. 14), filed February 25, 1964. Applicant: THE GEO. A. RHEMAN CO., INC., Post Office Box 2095, Station A, Charleston, S.C. Applicant's attorney: Beverley S. Simms, 612 Barr Building, 910 17th Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products* (including specifically naphtha), in bulk, in tank vehicles, from the Colonial Pipeline Terminals in Georgia, North Carolina, and South Carolina to points in Georgia, North Carolina, and South Carolina and *returned and rejected shipments* on return.

HEARING: June 22, 1964, at 680 West Peachtree Street NW., Atlanta, Ga., before Joint Board No. 130, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 107605 (Sub-No. 14), filed April 16, 1964. Applicant: ADVANCE-UNITED EXPRESSWAYS, INC., 2601 Broadway Road, Minneapolis, Minn. Applicant's attorney: Val M. Higgens, 1000 First National Bank Building, Minneapolis, Minn., 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment) between Minneapolis, St. Paul, South St. Paul, Inver Grove, West St. Paul, Newport, North St. Paul, Columbia Heights, Robbinsdale, St. Louis Park, Hopkins, Edina, Richfield, Red Rock, McCarron's Lake, Fort Snelling, State Fairgrounds, Bloomington, and Plymouth, Minn.

HEARING: April 30, 1964, in Room B-29, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Joint Board No. 145, or, if the Joint Board waives its right to participate, before Examiner Harry M. Shooman.

No. MC 110315 (Sub-No. 11) filed April 13, 1964. Applicant: FELTS TRANSPORT CORPORATION, Post Office Box 69, Galax, Va. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from the pipeline terminals of the Plantation Pipelines in Fairfax County and the city of Fairfax, Va., to points in Maryland, West Virginia, and the District of Columbia.

HEARING: May 11, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 110315 (Sub-No. 12), filed April 10, 1964. Applicant: FELTS TRANSPORT CORPORATION, Post Office Box 69, Galax, Va. Applicant's attorney: Harold G. Hernly, 711 14th Street NW., Washington 5, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from the terminal of the Colonial Pipe Line Co. at or near Montvale, Va., to points in West Virginia and Tazewell and Buchanan Counties, Va., and *returned* and *rejected shipments*, on return.

HEARING: May 25, 1964, at the Federal Building, 400 North Eighth Street, Richmond, Va., before Joint Board No. 245, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 112595 (Sub-No. 24), filed April 14, 1964. Applicant: FORD BROTHERS, INC., 510 Riverside Drive, Coal Grove, Ohio. Mailing address: Post Office Box 419, Ironton, Ohio. Applicant's attorney: Charles F. Dodrill, 600 Fifth Avenue, Huntington, W. Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, as described in appendix XIII, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in bulk, in tank vehicles, from terminals and storage areas located on or near the Plantation Pipe Line, at points in Virginia, and Tennessee, to points in West Virginia, Virginia, Kentucky, and Ohio.

HEARING: May 11, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 113678 (Sub-No. 72) (AMENDMENT), filed April 1, 1964, published in FEDERAL REGISTER issue of April 8, 1964, amended April 11, 1964, and republished as amended and corrected this issue. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. Applicant's attorney: Richard A. Peterson, Box 2028, Lincoln, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C, appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Armour & Co. at or near Emporia, Kans., to points in Iowa, Nebraska, Colorado, Connecticut, Massachusetts, Kentucky, Tennessee, Illinois, Georgia, Washington, D.C., and New York.

NOTE: Applicant states the proposed operations will be restricted against commodities in bulk in tank vehicles. The purpose of this republication is to add New York as a destination State, and to correctly state the restriction.

HEARING: Remains as assigned May 4, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William E. Messer.

No. MC 123067 (Sub-No. 20), filed April 14, 1964. Applicant: M & M TANK LINES, INC., Post Office Box 4174, North Station, Winston-Salem, N.C. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, (1) from Roanoke, Va., and points within fifteen (15) miles thereof, to points in West Virginia, (2) from the Plantation Pipe Line Terminal located in Fairfax County, Va., to points in Delaware, Maryland, West Virginia, and the District of Columbia, and (3) *rejected shipments*, on return in (1) and (2) above.

NOTE: Common control may be involved.

HEARING: May 11, 1964, at the offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo M. Pellerzi.

No. MC 124174 (Sub-No. 26), filed April 6, 1964. Applicant: MOMSEN TRUCKING CO., a corporation, Highway 71 and 18 North, Spencer, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Minneapolis, St. Paul, South St. Paul, Inver Grove, West St. Paul, Newport, North St. Paul, Columbia Heights, Robbinsdale, St. Louis Park, Hopkins, Edina, Richfield, Red Rock, McCarron's Lake, Fort Snelling, State Fairgrounds, Bloomington, and Plymouth, Minn.

NOTE: Common control may be involved.

HEARING: April 30, 1964, in Room B-29, Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn., before Joint Board No. 145, or, if the Joint Board waives its right to participate, before Examiner Harry M. Shooman.

SECTION B

No. MC 25708 (Sub-No. 20), filed June 24, 1963. Applicant: LANEY TANK LINES, INCORPORATED, 1009 Church Street, Camden, S.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia 1, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, (1)

from terminals of the Colonial Pipeline in Georgia, to points in South Carolina; (2) from terminals of the Colonial Pipeline in South Carolina, to points in Georgia and North Carolina; and (3) from terminals of the Colonial Pipeline in North Carolina, to points in South Carolina.

HEARING: June 22, 1964, at 680 West Peachtree Street NW., Atlanta, Ga., before Joint Board No. 130, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 102806 (Sub-No. 16), filed June 24, 1963. Applicant: PETROLEUM TRANSPORTATION, INCORPORATED, Post Office Box No. 232, Gastonia, N.C. Applicant's attorney: Frank A. Graham, Jr., 707 Security Federal Building, Columbia 1, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, (1) from terminals of the Colonial Pipeline in South Carolina, to points in North Carolina; (2) from terminals of the Colonial Pipeline in Tennessee, to points in North Carolina; and (3) from terminals of the Colonial Pipeline in North Carolina, to points in South Carolina.

HEARING: June 22, 1964, at 680 West Peachtree Street NW., Atlanta, Ga., before Joint Board No. 289, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 103378 (Sub-No. 259), filed May 23, 1963. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Jr., Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Albany, and Bainbridge, Ga., and points within 15 miles of each to points in Alabama.

HEARING: June 22, 1964, at 680 West Peachtree Street NW., Atlanta, Ga., before Joint Board No. 157, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 106119 (Sub-No. 16), filed June 26, 1963. Applicant: ASSOCIATED PETROLEUM CARRIERS, Union Road, Spartanburg, S.C. Applicant's attorneys: L. A. Odom and Robert R. Odom, 120 Walnut Street, Spartanburg, S.C., and James J. Williams and Dale C. Dillon, 1825 Jefferson Place NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank trucks, from Colonial Pipe Line Co. terminals located in Georgia, North Carolina, and South Carolina to points in Georgia, North Carolina, and South Carolina.

HEARING: June 22, 1964, at 680 West Peachtree Street NW., Atlanta Ga., before Joint Board No. 130, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 118831 (Sub-No. 26), filed July 3, 1963. Applicant: CENTRAL TRANSPORT, INCORPORATED, East College Drive, Post Office Box 5044, High Point, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, including naphtha*, but excluding all other acids and chemicals, in bulk, in tank vehicles, (1) from Colonial Pipe Line Terminals in North Carolina, to points in South Carolina and Virginia, and (2) from Colonial Pipe Line Terminals in South Carolina and Virginia, to points in North Carolina, and *rejected and refused shipments*, on return.

HEARING: June 22, 1964, at 680 West Peachtree Street NW., Atlanta, Ga., before Joint Board No. 196, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 123067 (Sub-No. 18), filed June 5, 1963. Applicant: M & M TANK LINES, INC., Post Office Box 4174, North Station, Winston-Salem, N.C. Applicant's representative: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington, D.C., and Frank C. Philips, Post Office Box 612, Winston-Salem, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products, including naphtha*, but excluding all other acids and chemicals, in bulk, in tank vehicles, (1) from Colonial Pipe Line Terminals in North Carolina, to points in South Carolina and Virginia, and (2) from Colonial Pipe Line Terminals in South Carolina and Virginia, to points in North Carolina, and *rejected and refused* shipments, on return.

HEARING: June 22, 1964, at 680 West Peachtree Street, NW., Atlanta, Ga., before Joint Board No. 196, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-3947; Filed, Apr. 21, 1964; 8:49 a.m.]

[Notice 630]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

APRIL 17, 1964.

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

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

No. MC 1838 (Sub-No. 3), filed April 6, 1964. Applicant: ALEX C. SMITH, INC., 41 East Avenue, Akron, N.Y. Applicant's attorney: William J. Hirsch, 43 Niagara Street, Buffalo, N.Y., 14202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Building materials and gypsum products* (except liquid commodities in bulk, in tank vehicles), between Clarence Center, N.Y., on the one hand, and, on the other, points in Mercer, Lawrence, Butler, Armstrong, Allegheny, Washington, Greene, Indiana, Westmoreland, Fayette, Blair, Cambria, Somerset, Bedford, Beaver, Fulton, Franklin, Huntingdon, Mifflin, Snyder, Juniata, Perry, Cumberland, Adams, York, Lebanon, Lancaster, Dauphin, Schuylkill, Berks, Chester, Montgomery, Bucks, Northampton, Lehigh, Delaware, and Philadelphia Counties, Pa.

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

No. MC 9325 (Sub-No. 17), filed April 9, 1964. Applicant: K LINES, INC., Post Office Box 216, Lebanon, Oreg. Applicant's attorney: Norman E. Sutherland, 1200 Jackson Tower, Portland 5, Oreg. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, from Portland, Oreg., to points in Washington.

NOTE: If a hearing is deemed necessary applicant requests that it be held at Portland, Oreg.

No. MC 17803 (Sub-No. 4), filed April 6, 1964. Applicant: PREMIER TRUCKING SERVICE CO., a corporation, Box 156, Downtown Station, Omaha, Nebr. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site of Agar Packing Co., located at Monmouth, Ill., to Sioux City, Iowa, and Omaha, Nebr.

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

No. MC 20793 (Sub-No. 38), filed April 9, 1964. Applicant: WAGNER TRUCKING CO., INC., Jobstown, N.J. Ap-

plicant's representative: G. Donald Bullock, Post Office Box 146, Wyncote, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick* (other than fire brick), from points in Gloucester County, N.J., to points in New Castle County, Del., points in Cecil County, Md., and points in Philadelphia, Montgomery, Bucks, and Chester Counties, Pa.

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

No. MC 21170 (Sub-No. 46), filed April 13, 1964. Applicant: BOS LINES, INC., 408 South 12th Avenue, Marshalltown, Iowa. Applicant's attorney: Jack H. Blanshan, 3½ West Main Street, Marshalltown, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Darien, Wis., to points in Illinois, Iowa, Kansas, Minnesota, Missouri, and Nebraska. If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 25869 (Sub-No. 20), filed April 7, 1964. Applicant: NOLTE BROS. TRUCK LINE, INC., Farnhamville, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, and meat byproducts and articles distributed by packinghouses*, from the plantsite of Swift & Co., located at or near Grand Island, Nebr., to Milwaukee and Madison, Wis., St. Louis, Union, and St. Joseph, Mo., points in Illinois, and Gary and Hammond, Ind.

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

No. MC 30844 (Sub-No. 147), filed April 13, 1964. Applicant: KROBLIN REFRIGERATED XPRESS, INC., Post Office Box 218, Sumner, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in the appendix in *Descriptions in Motor Carrier Certificates—Packinghouse Products*, 61 M.C.C. 209 and 766, from Waterloo, Iowa, to points in Indiana.

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

No. MC 31600 (Sub-No. 564), filed April 9, 1964. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass., 02154. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sodium sulfite, sodium bisulfite, sodium hyposulfite, and aluminum sulfite*, dry, in bulk, from Claymont, Del., to Rochester, N.Y. and (2) *soda ash*, dry, in bulk, from Solway, N.Y., to Claymont, Del.

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

No. MC48635 (Sub-No. 2), filed April 6, 1964. Applicant: CLOQUET TRANSFER COMPANY, a corporation, 107 Avenue C, Cloquet, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper mill products, equipment*, and *supplies*, between Cloquet, Minn., and the plantsite of Northwest Paper Co. located at Brainerd, Minn.

NOTE: Applicant states it intends to tack the proposed authority with its presently existing authority. If a hearing is deemed necessary, applicant requests it be held at Minneapolis or Duluth, Minn.

No. MC 50069 (Sub-No. 295), filed April 10, 1964. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 111 West Jackson Boulevard, Chicago, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals, plastics, plastic materials, soaps, fatty acids, fatty acid materials, products and blends thereof*, and *organic ammonia compounds*, in bulk, in tank or hopper vehicles, from Kankakee, Ill., to points in West Virginia.

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

No. MC 61396 (Sub-No. 108), filed April 9, 1964. Applicant: HERMAN BROS., INC., 2501 North 11th Street, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petoleum gas*, in tank vehicles, from the site of the Associated Gas Co. located approximately 3 miles south of Padroni, Colo. to points in Nebraska on and west of U.S. Highway 281 and points in Kansas on and west of U.S. Highway 183, and *returned and rejected shipments thereof*, on return.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Tulsa, Okla.

No. MC 65802 (Sub-No. 28), filed April 9, 1964. Applicant: LYNDEN TRANSFER, INC., Post Office Box 433, Lynden, Wash. Applicant's attorney: James T. Johnson, 609 Norton Building, Seattle, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined by the Commission, between Seattle, Wash., on the one hand, and, on the other, points in Alaska.

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

No. MC 76032 (Sub-No. 186), filed April 10, 1964. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver 23, Colo. Applicant's attorney: O. Russell Jones, Bokum Building, 142 West Palace Avenue, Santa Fe, N. Mex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, livestock, commodities in bulk, household goods as defined by the Commission and those requiring special equipment), between Wichita, Kans., and Kansas City, Mo.; from Wichita over combined U.S. Highway 81 and Interstate Highway 35W to junction U.S. Highway 50 at or near Newton, Kans., thence over U.S. Highway 50 to junction Interstate Highway 35 at or near Emporia, Kans., thence over combined U.S. Highway 50 and Interstate Highway 35 to Kansas City, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's regular-route operations.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo. or Wichita, Kans.

No. MC 85934 (Sub-No. 30) (CORRECTION), filed March 27, 1964, published FEDERAL REGISTER issue April 15, 1964, and republished as corrected this issue. Applicant: MICHIGAN TRANSPORTATION COMPANY, a corporation, 3601 Wyoming Avenue, Dearborn, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich.

NOTE: The purpose of this republication is to show the correct filing date as shown above, in lieu of that erroneously shown in previous publication.

No. MC 89684 (Sub-No. 49), filed March 24, 1964. Applicant: WYCOFF COMPANY, INCORPORATED, 560 South Second West Street, Salt Lake City, Utah. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* in express service, (1) between Boise, Idaho, and Weiser, Idaho; (a) From Boise over U.S. Highway 30 to junction U.S. Highway 20 west of Caldwell, Idaho, thence over U.S. Highway 20 through Nyssa, Oreg., to Ontario, Oreg., thence over U.S. Highway 30 to Weiser, and return over the same route, serving all intermediate points, and (b) from Boise over Idaho Highway 44 to junction Idaho Highway 16 near Star, Idaho, thence over Idaho Highway 16 through Emmett, Idaho, to junction Idaho Highway 52, thence over Idaho Highway 52 to Payette, Idaho, thence over U.S. Highway 30N to Weiser and return over the same route, serving all intermediate points; (2) between Parma, Idaho, and Caldwell, Idaho, from Parma over U.S. Highway 95 to Marsing, Idaho, thence over Idaho Highway 72 (formerly Idaho Highway 20) to Caldwell, and return over the same route, serving all intermediate points, and (3) between Payette, Idaho, and Boise, Idaho, from Payette over U.S. Highway 20 to junction U.S. Highway 30N south of Fruitland, Idaho, thence over U.S. Highway 30N to Caldwell, Idaho, thence over U.S. Highway 30 to Boise, and return over the same route, serving all intermediate points, (4) between Boise, Idaho, and Caldwell, Idaho, over U.S. Highways 20 and 26, serving all intermediate points, (5) between Fruitland, Idaho, and Parma, Idaho, over U.S. Highway 95, serving all intermediate points, (6) between Ontario, Oreg., and Weiser, Idaho, over Oregon Highway 201, serving all intermediate points, (7) between Wilder, Idaho, and Caldwell, Idaho, over Idaho Highway 19, serving all intermediate points, (8) between Homedale, Idaho, and Caldwell, Idaho, over unnumbered highway, serving all intermediate points,

(9) between New Plymouth, Idaho, and Emmett, Idaho, over Idaho Highway 52, serving all intermediate points, and (10) between Nampa, Idaho, and Meridian, Idaho, from Nampa over unnumbered highways to junction Idaho Highway 69, thence over Idaho Highway 69 to Meridian, and return over the same route, serving all intermediate points, and (11) serving Vale, Oreg., and Adrian, Oreg., as off-route points, in connection with applicant's proposed regular-route operations, as described in (1) through (10) above.

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

No. MC 95473 (Sub-No. 13), filed April 8, 1964. Applicant: H. A. DAUB, INC., Reinerton, Pa. Applicant's attorney: Christian V. Graf, 407 North Front Street, Harrisburg, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Stone*, from points in Berks County, Pa., to points in Delaware.

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

No. MC 95540 (Sub-No. 579), filed April 6, 1964. Applicant: WATKINS MOTOR LINES, INC., Albany Highway, Thomasville, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Charlotte, Concord, and Greensboro, N.C., to points in Arizona, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming.

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

No. MC 103051 (Sub-No. 172), filed April 6, 1964. Applicant: FLEET TRANSPORT COMPANY, INC., 340 Armour Drive NE., Atlanta, Ga., 30324. Applicant's attorney: R. J. Reynolds, Jr., Suite 403-11 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen fertilizer solutions*, in bulk, in tank vehicles, from points in Screven County, Ga., to points in South Carolina.

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

No. MC 103051 (Sub-No. 173), filed April 6, 1964. Applicant: FLEET TRANSPORT COMPANY, INC., Post Office Box 13444, Station K, Atlanta, Ga. Applicant's attorney: R. J. Reynolds, Jr., Suite 403-11 Healey Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen solutions and anhydrous ammonia*, in bulk, in tank vehicles, from Pace, Fla., to points in Georgia.

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

No. MC 103993 (Sub-No. 182), filed April 9, 1964. Applicant: MORGAN

DRIVE-AWAY, INC., 2800 Lexington Avenue, Elkhart, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from Sumter, S.C., to points in the United States, including Alaska, and *rejected shipments*, on return.

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

No. MC 103993 (Sub-No. 183), filed April 9, 1964. Applicant: MORGAN DRIVE-AWAY, INC., 2800 Lexington Avenue, Elkhart, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from points in Webster County, Ky., to points in the United States (except Hawaii), and *rejected shipments*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it to be held at Louisville, Ky.

No. MC 105733 (Sub-No. 34), filed April 6, 1964. Applicant: H. R. RITTER TRUCKING CO., INC., 928 East Hazelwood Avenue, Rahway, N.J. Applicant's attorney: John R. Mahoney, 26 Broadway, New York 4, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gases*, in bulk, in tank vehicles, from points in Pennsylvania on the Alleghany Pipeline Co. and Texas Eastern Transmission Corp. (Little Big Inch Division) pipelines, to points in Deleware, Maryland, Ohio, Virginia, West Virginia, and the District of Columbia.

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

No. MC 107403 (Sub-No. 519), filed December 20, 1963. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Landsdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, from points in Wayne County, Mich., to points in Indiana and Ohio.

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

No. MC 107403 (Sub-No. 550), filed April 8, 1964. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sodium sulfite, sodium bisulfite, sodium hyposulfite, and aluminum sulfate*, dry, in bulk, from Claymont, Del., to Rochester, N.Y.

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

No. MC 107403 (Sub-No. 551), filed April 8, 1964. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Soda ash*, dry, in bulk, from Solvay, N.Y., to Claymont, Del.

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

No. MC 107515 (Sub-No. 480), filed April 9, 1964. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta Ga., 30310. Applicant's attorney: Paul M. Daniell, Suite 214-217 Standard Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry powdered shellac*, refrigerated at temperatures of 35 degrees or lower, in vehicles equipped with mechanical refrigeration, (1) from Atlanta, Ga., to Pensacola, Fla., and (2) from Attleboro, Mass., to Kansas City, Mo., and Dallas, Tex.

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

No. MC 107515 (Sub-No. 481), filed April 13, 1964. Applicant: REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta, Ga., 30310. Applicant's attorney: Paul M. Daniell, Suite 214-217 Standard Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Lafayette, La., to New Orleans, La.

NOTE: Applicant states that the proposed operations will be restricted to the transportation of frozen foods moving to New Orleans for storage-in-transit, ultimately destined to points presently authorized to be served by applicant from New Orleans. Common control may be involved. If a hearing is deemed necessary applicant requests it be held at New Orleans, La.

No. MC 108435 (Sub-No. 19), filed April 13, 1964. Applicant: OSCAR C. RADKE, doing business as RADKE TRANSIT, Ross Street, Schofield, Wis. Applicant's attorney: Claude J. Jasper, Suite 301, Provident Building, 111 South Fairchild Street, Madison, Wis., 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hardboard*, fiberous felted (fiberboard), from Phillips, Wis., to points in Illinois and Minnesota.

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

No. MC 108435 (Sub-No. 20), filed April 13, 1964. Applicant: OSCAR C. RADKE, doing business as RADKE TRANSIT, Grand Avenue, Schofield, Wis. Applicant's attorney: Claude J. Jasper, Suite 301, Provident Building, 111 South Fairchild Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Rough and manufactured granite*, between points in Michigan, on the one hand, and, on the other, points in Minnesota and Vermont.

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

No. MC 110525 (Sub-No. 651), filed April 7, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sodium sulfite, sodium bisulfite, sodium hyposulfite and aluminum sulfate*, dry, in bulk, from Claymont, Del., to Rochester, N.Y., and (2) *soda ash*, dry, in bulk, from Solvay, N.Y., to Claymont, Del.

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

No. MC 110525 (Sub-No. 652), filed April 9, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Leonard A. Jaskiewicz, Munsey Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum oil*, in bulk, in tank vehicles, from Niagara Falls, N.Y., to Bayonne, N.J.

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

No. MC 110525 (Sub-No. 654), filed April 13, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Leonard A. Jaskiewicz, Munsey Building, Washington 4, D.C., and Edwin H. van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from ports of entry on the international boundary line between the United States and Canada located in New York, to points in New York.

NOTE: Applicant states traffic will be restricted to shipments originating in Quebec Province, Canada. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 111401 (Sub-No. 153), filed April 6, 1964. Applicant: GROENDYKE TRANSPORT, INC., Post Office Box 632, Enid, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, from Wichita, Kans., and points within 5 miles thereof, to points in the United States (except Alaska, Arkansas, Iowa, Kansas, Missouri, Nebraska, and Oklahoma).

NOTE: Applicant has a pending contract application MC 125020; therefore dual operations may be involved. If a hearing is deemed necessary applicant requests that it be held at Kansas City, Kans.

No. MC 111812 (Sub-No. 245) (AMENDMENT), filed April 3, 1964, published FEDERAL REGISTER issue April 15, 1964, republished as amended, this issue. Applicant: MIDWEST COAST TRANSPORT, INC., Post Office Box 747, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen fruits, frozen berries, frozen vegetables and frozen fruit juice concentrates*, from points in California, Oregon, and Washington, to American Falls, Boise, Nampa, and Pocatello, Idaho, and Ontario, Oreg., for storage-in-transit and subsequent outbound movement to points in Illinois, Iowa, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin.

NOTE: Applicant states that no duplicating authority is sought. Common control may be involved. The purpose of this republication is to add "frozen fruit juice concentrates" as a commodity. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 111812 (Sub-No. 248), filed April 8, 1964. Applicant: MIDWEST COAST TRANSPORT, INC., Post Office Box 747, Wilson Terminal Building, Sioux Falls, S. Dak., 57101. Applicant's attorney: Donald L. Stern, 924 City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products* in containers, and *carbon, gum*, and *sludge removing compounds* in containers, from St. Mary's, W. Va., and Bradford, Karns City, Petrolia, Warren, North Warren and Freedom, Pa., to points in Michigan and Colorado.

NOTE: If a heearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 112822 (Sub-No. 41), filed April 8, 1964. Applicant: EARL BRAY, INC., Post Office Box 910, Cushing, Okla. Applicant's attorney: Marion F. Jones, 526 Denham Building, Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum* and *petroleum products* in packages and containers, between points in Kansas.

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

No. MC 113192 (Sub-No. 8), filed April 7, 1964. Applicant: A. E. KNAPP, Hortonville Road, New London, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paint, varnish, and finishing materials*, from North Chicago, Ill., to New London, Wis., (2) *steel*, from Joliet, and Chicago, Ill. (including points in the Chicago, Ill., commercial zone, as defined by the Commission), to New London, and Hortonville, Wis., and (3) *materials, and supplies, used for the manufacturing of food and food products*, from points in Illinois, to Manawa, Wis.

NOTE: Applicant states that on return from the destination points specified in (1), (2), and (3) above, potatoes will be transported. If a hearing is deemed necessary applicant requests it be held at Madison, Wis.

No. MC 113336 (Sub-No. 69), filed April 7, 1964. Applicant: PETROLEUM TRANSIT COMPANY, INC., Post Office Box 921, Lumberton, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizers and dry fertilizer materials*, in bulk, in covered dump, tank and hopper type vehicles, from Wilmington, N.C., and points within twenty (20) miles thereof, to points in South Carolina, and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified above on return.

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

No. MC 113388 (Sub-No. 58), filed April 8, 1964. Applicant: LESTER C. NEWTON TRUCKING CO., Post Office Box 265, Bridgeville, Del. Applicant's attorney: William J. Augello, Jr., 2 West 45th Street, New York, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen potatoes, and potato products*, from Portland, Maine, to points in Delaware, Florida, Georgia, Maryland, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Virginia, and the District of Columbia.

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

No. MC 113651 (Sub-No. 71), filed April 13, 1964. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectionery*, from New York, N.Y., and points in the New York commercial zone, to points in Ohio, Michigan, Indiana, Illinois, Wisconsin, Missouri, Iowa, Minnesota, and Louisville, Ky.

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

No. MC 113855 (Sub-No. 91), filed April 10, 1964. Applicant: INTERNATIONAL TRANSPORT, INC., Highway 52, South, Rochester, Minn. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Green salted hides and green salted pelts*, (1) from points in Arizona, California, Nevada, Utah, Wyoming, Colorado, Nebraska, South Dakota, North Dakota, Iowa, and Minnesota, to Hartford, Ill., and points within three (3) miles thereof, and (2) from points in Washington, Oregon, Idaho, Colorado, Montana, Wyoming, Arizona, California, Nevada, Utah, Iowa, Nebraska, North Dakota, South Dakota, and Minnesota, to Bolivar, Tenn., and points within three (3) miles thereof.

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

No. MC 114004 (Sub-No. 49), filed April 9, 1964. Applicant: CHANDLER TRAILER CONVOY, INC., 8828 New Benton Highway, Little Rock, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers* designed to be drawn by passenger automobiles,

in initial movements, by truckaway method, from points in Faulkner County, Ark., to points in the United States (except Hawaii), and *empty containers or other such incidental facilities* (not specified) used in transporting the above-named commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Little Rock Ark.

No. MC 114194 (Sub-No. 68), (CLARIFICATION), filed February 14, 1964, published FEDERAL REGISTER, issue of March 4, 1964, and republished as clarified this issue. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Livestock and poultry feed ingredients, and blends*, in bulk, and *rejected shipments*, between East St. Louis, Ill., on the one hand, and, on the other, Dupo, Ill.

NOTE: Previous publication noted that applicant intends to tack this applied for authority to its Sub-19 at Dupo, Ill. This note was incomplete, and it should have read: "Applicant states it intends to tack this applied for authority to its Sub-19 at Dupo, Ill., wherein it is authorized to operate from Dupo, Ill., into the States of Missouri, Illinois, Nebraska, Minnesota, Wisconsin, Michigan, Ohio, Pennsylvania, Kentucky, Indiana, Louisiana, Texas, Kansas, Oklahoma, Arkansas, Tennessee, Iowa, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Mississippi, and Alabama, subject to certain restrictions."

No. MC 114647 (Sub-No. 13), filed April 6, 1964. Applicant: ROBERT E. PLETCHER, doing business as PLETCHER TRANSFER & STORAGE, 117 North Fourth Street, Forest City, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailer pads and cushions, and ground scrap foam*, from Forest City, Iowa, to points in Minnesota, Wisconsin, Illinois, Indiana, Missouri, Arkansas, Kansas, Nebraska, and Michigan, and *damaged, unclaimed, rejected, or returned shipments thereof*, on return.

NOTE: If a hearing is deemed necessary applicant requests that it be held at Forest City, Iowa.

No. MC 114719 (Sub-No. 4), filed April 3, 1964. Applicant: FRANK R. DEAN, JR., 1198 New Circle Road NE., Lexington, Ky. Applicant's attorney: Herbert D. Liebman, Post Office Box 233, Frankfort, Ky. Authority sought to operate as a *contract carrier* by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Fort Wayne, Ind. to Lexington, Ky., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-named commodities, on return.

NOTE: Applicant is also authorized to conduct operations as a common carrier in Certificate No. MC 118636; therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Lexington, Ky.

No. MC 114719 (Sub-No. 5), filed April 3, 1964. Applicant: FRANK R. DEAN, JR., 1198 New Circle Road NE., Lexington, Ky. Applicant's attorney: Herbert D. Liebman, Post Office Box 233, Frankfort, Ky. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Milwaukee, Wis., and St. Joseph, Mo., to Lexington, Ky., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, on return.

NOTE: Applicant is also authorized to conduct operations in Certificate No. MC 118636; therefore dual operations may be involved. If a hearing is deemed necessary applicant requests it be held at Lexington, Ky.

No. MC 114969 (Sub-No. 17), filed April 6, 1964. Applicant: PROPANE TRANSPORT, INC., 27 Water Street, Milford, Ohio. Applicant's attorney: Leonard D. Slutz, 900 Tri-State Building, Cincinnati 2, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, in tank vehicles, and *refused and rejected shipments*, between points in Westmoreland County, Pa., on the one hand, and, on the other, points in Maryland, New York, Ohio, Virginia, and West Virginia.

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

No. MC 116459 (Sub-No. 35), filed April 6, 1964. Applicant: RUSS TRANSPORT, INC., Post Office Box 4022, Route 5, Chattanooga, Tenn., 37405. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oils, animal fats, tallow and blends thereof*, in bulk, in tank vehicles, between points in Hamilton County, Tenn., on the one hand, and, on the other, points in Georgia, North Carolina, South Carolina, Mississippi, Virginia, and Tennessee.

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

No. MC 117574 (Sub-No. 94), filed April 7, 1964. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Mail Route No. 3, Carlisle, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural equipment and machinery and parts*, from Tulsa, Okla., to points in Pennsylvania, New York, New Jersey, Delaware, Maryland, Virginia, Maine, Massachusetts, Connecticut, New Hampshire, Vermont, District of Columbia, North Carolina, West Virginia, and Rhode Island.

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

No. MC 117574 (Sub-No. 95), filed April 7, 1964. Applicant: DAILY EXPRESS, INC., Post Office Box 39, Mail Route No. 3, Carlisle, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural equipment and machinery and parts*, from Vinton, Iowa, to points in Pennsylvania, New York, New Jersey, Delaware, Maryland, Virginia, Maine, Massachusetts, Connecticut, Rhode Island, Vermont, New Hampshire, North Carolina, District of Columbia, and West Virginia.

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

No. MC 117675 (Sub-No. 2), filed April 6, 1964. Applicant: FELTON METTS, doing business as METTS TRUCKING COMPANY, Route 10, Box 850X, Jacksonville, Fla. Applicant's attorney: Sol H. Proctor, 1730 Lynch Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *fresh fruits, berries, and vegetables* when transported in the same vehicle with commodities the transportation of which is not exempt from economic regulation under section 203 (b)(6) of the Interstate Commerce Act, and (2) *pineapples and coconuts*, from Jacksonville, Fla., to Savannah, Ga., and Charleston, S.C.

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

No. MC 117815 (Sub-No. 20) (CLARIFICATION), filed March 23, 1964, published in FEDERAL REGISTER issue of April 1, 1964, clarified April 10, 1964, and republished as clarified this issue. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, Iowa. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy cream* and *milk solids; dessert materials; beverage preparations; confectioneries; flour and pancake mixes*, dry; *dietary products*, liquid; *milk* and *cream substitutes;* and *cream and milk in hermetically sealed containers*, from Menomonie, Vesper, Astico, and Oconomowoc, Wis., to points in Iowa, Illinois, Missouri, Kansas, and Nebraska.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill. The purpose of this republication is to clarify the commodities proposed to be transported.

No. MC 118196 (Sub-No. 17) (AMENDMENT), filed March 25, 1964, published FEDERAL REGISTER issue April 8, 1964, amended April 10, 1964, and republished as amended this issue. Applicant: RAYE & COMPANY TRANSPORTS, INC., Hiway 71 North, Carthage, Mo. Applicant's attorney: Harry Ross, Warner Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dairy products*, from points in Iowa and Nebraska (restricted to shipments having an initial pickup at Neosho, Mo.), to points in Wyoming, Colorado, Montana, Utah, Idaho, Oregon, Washington, California, Arizona, New Mexico, and Nevada, and (2) *dairy products*, from Neosho, Mo. (restricted to traffic requiring a stop in Nebraska or Iowa for completion of loading), to points in California, Arizona, New Mexico, and Colorado.

NOTE: The purpose of this republication is to broaden the authority previously sought and published by including therein (2) as shown above. If a hearing is deemed necessary applicant requests it be held at Kansas City, Mo.

No. MC 119577 (Sub-No. 5), filed April 6, 1964. Applicant: OTTAWA CARTAGE, INC., Post Office Box 458, Ottawa, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Refractory materials*, from Goose Lake, Ill., to points in Wisconsin.

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

No. MC 119741 (Sub-No. 9), filed April 8, 1964. Applicant: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products*, and *articles distributed by meat packinghouses* (other than commodities in bulk, in tank vehicles, as described in sections A, B, and C, appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766), from the plantsite of Swift & Co., located at or near Grand Island, Nebr., to points in Illinois, Iowa, Kansas, and Missouri.

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

No. MC 119741 (Sub-No. 10), filed April 8, 1964. Applicant: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, dairy products*, and *articles distributed by meat packinghouses*, other than commodities in bulk, in tank vehicles, as described in sections A, B, C, and D, appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite of Wilson & Co. at or near Cherokee, Iowa, to points in Illinois, Kansas, Missouri, and Nebraska.

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

No. MC 119741 (Sub-No. 11), filed April 8, 1964. Applicant: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts*, and *articles distributed by meat packinghouses*, other than commodities in bulk, in tank vehicles, as described in sections A, C, and D, appendix I, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite of Agar Packing Co. located at or near Monmouth, Ill., to points in Iowa, Kansas, Missouri, and Nebraska.

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

No. MC 119934 (Sub-No. 85), filed April 5, 1964. Applicant: ECOFF TRUCKING, INC., 625 East Broadway, Fortville, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chlorosulfonic acids*, in bulk, in tank vehicles, from Lockland, Ohio, to Sodyeco, N.C., and *damaged or rejected shipments*, on return.

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

No. MC 120543 (Sub-No. 20), filed April 10, 1964. Applicant: FLORIDA REFRIGERATED SERVICE, INC., U.S. Highway 301 North, Dade City, Fla. Applicant's attorney: Lawrence D. Fay, Post Office Box 1086, 1205 Universal Marion Building, Jacksonville, Fla., 32201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat byproducts, and packinghouses products*, fresh and frozen, in vehicles equipped with mechanical refrigeration, from Bristol, Va., to points in California, Oregon, and Washington, and *exempt commodities*, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Bristol, Va., or Tampa, Fla.

No. MC 121557 (Sub-No. 1), filed April 9, 1964. Applicant: UTICA TRANSFER, INC., Utica, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes. transporting: *General commodities* (except those requiring special equipment) REGULAR ROUTES: (1) Between Utica and Omaha, Nebr.; from Utica over U.S. Highway 34 to York, thence over county roads to Henderson, thence over Nebraska Highway 5 to Sutton, thence over U.S. Highway 6 to junction U.S. Highway 81, thence over U.S. Highway 81 to Geneva, thence over U.S. Highway 81 to junction U.S. Highway 6, thence over U.S. Highway 6 to Omaha, and (a) return over U.S. Highway 6 to Milford, thence over U.S. Highway 6 and county roads to Beaver Crossing, thence over county roads to Goehner, thence over county roads to Tamora, thence over U.S. Highway 34 to Utica, serving the intermediate points of Lincoln, Milford, Beaver Crossing, Goehner, Tamora, Grafton, Lushton, Fairmont, and Exeter, (2) between Utica and Wilber, Nebr.; from Utica over county roads to Goehner, thence over county roads to Beaver Crossing, thence over county roads to Dorchester, thence over Nebraska Highway 15 to junction Nebraska Highway 41, thence over Nebraska Highway 41 to Wilber, and (a) return over Nebraska Highway 82 and county roads to Milford, serving the intermediate points of Goehner, Beaver Crossing, Dorchester, Wilber and the off-route point of Friend, (3) between Utica and Omaha, Nebr.; from Utica over U.S. Highway 34 to junction U.S. Highway 6 at or near Lincoln (also from Utica over U.S. Highway 34 to junction Interstate Highway 80), thence over U.S. Highway 6 to Omaha (also from junction U.S. Highway 34 and Interstate Highway 80 over Interstate Highway 80 to Omaha), (4) between Utica and Henderson; from Utica over U.S. Highway 34 to York, thence over State Spur and unnumbered county roads to Henderson, and return over the same routes, serving no intermediate points as alternate routes for operating convenience only in connection with applicant's proposed regular route operations in (1) and (2) above. IRREGULAR ROUTES: (1) Between Utica and points within 15 miles thereof, and (2) between Utica and points within 15 miles thereof on the one hand, and, on the other, points in Nebraska.

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

No. MC 123048, (Sub-No. 39), filed April 6, 1964. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis., 53401. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison, Wis., 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Forest products, including poles, piling, posts*, and *crossarms*, from Jackson, Tenn., and Louisville, Miss., to points in Kentucky, New York, Ohio, Pennsylvania, and Wisconsin and *rejected shipments* on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn., Chicago, Ill., or Madison, Wis.

No. MC 123067 (Sub-No. 21), filed April 14, 1964. Applicant: M & M TANK LINES, INC., Post Office Box 4174 North Station, Winston-Salem, N.C. Applicant's attorney: James E. Wilson, 1111 E. Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum* and *petroleum products* as described in appendix XIII, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 294, 295, 296, in bulk, in tank vehicles, from Doraville, Ga., to Copperhill, Tenn., and *rejected shipments* on return.

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

No. MC 123383 (Sub-No. 12), filed April 9, 1964. Applicant: BOYLE BROTHERS, INC., 256 River Road, Edgewater, N.J. Applicant's attorney: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement* from the plantsite of Allentown Portland Cement Co., division of National Gypsum Co., at Bowie, Md., to points in Delaware, the District of Columbia, Maryland, Pennsylvania, and Virginia, and *returned shipments* on return.

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

No. MC 123407 (Sub-No. 11), filed April 6, 1964. Applicant: SAWYER TRANSPORT, INC., 2424 Minnehaha Avenue, Minneapolis, Minn. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials*, from L'Anse, Mich., to points in North Dakota,

South Dakota, Nebraska, Iowa, and Missouri.

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

No. MC 124078 (Sub-No. 105), filed April 10, 1964. Applicant: SCHWERMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt, asphalt emulsions, and asphalt products*, in bulk, in tank vehicles, from Rock Falls, Ill., and points within five (5) miles thereof, to points in Wisconsin.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 113832 and subs thereto; therefore dual operations may be involved. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis.

No. MC 124078 (Sub-No. 106), filed April 6, 1964. Applicant: SCHWERMAN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis., 53246. Applicant's attorney: James R. Ziperski (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, in bulk, from points in Wisconsin to points in Illinois and Iowa.

NOTE: Common control may be involved. Applicant is also authorized to conduct operations as a contract carrier in Permit MC 113832, and subs thereunder; therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests that it be held at Madison, Wis.

No. MC 124083 (Sub-No. 15), filed April 10, 1964. Applicant: SKINNER MOTOR EXPRESS, INC., 6341 West Minnesota Street, Indianapolis 18, Ind. Applicant's attorney: David L. Millen, 108 East Washington Street, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, between Louisville, Ky., and points in Illinois and Indiana within and on the following boundaries: Starting at the Ohio River and U.S. Highway 51, at Cairo, Ill., and proceeding northward along U.S. Highway 51 to U.S. Highway 24 at El Paso, Ill., thence eastward along U.S. Highway 24 to the Indiana-Ohio State line, thence southward along the Indiana-Ohio State line to the Ohio River, thence southwestward along the Ohio River to the point of beginning.

NOTE: If a hearing is deemed necessary applicant requests that it be held at Indianapolis, Ind.

No. MC 125624 (Sub-No. 1), filed April 7, 1964. Applicant: R. E. HAUGEN AND ORVILLE CLOUSE, doing business as, EVERGREEN FREIGHT LINES, a partnership, 5205 East Union, Spokane 6, Wash. Applicant's attorney: Hugh A. Dressel, 702 Old National Bank Building, Spokane, Wash., 99201. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those injurious or contaminating to other lading), between Spokane, Wash., and Stratford, Wash.: From Spokane over U.S. Highway 2 to junction Washington Highway 2G west of Reardan, Wash., thence over Washington Highway 2G to Edwall, Wash., thence west over unnumbered county road to junction Washington Highway 7, approximately 6 miles north of Harrington, thence over Washington Highway 7 to Stratford, and return over the same route serving the intermediate points of Reardan and Edwall, Wash., and the off-route points of Irby, Marlin, Wilson Creek and Adrian, Wash.

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

No. MC 125722 (Sub-No. 2), filed April 6, 1964. Applicant: GREAT WESTERN PACKERS EXPRESS, INC., 3330 East 54th Avenue, Denver, Colo. Applicant's attorney: James C. Hardman, 33 North La Salle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats and packinghouses products and commodities used by packinghouses*, as defined by the Commission, from Denver, Colorado Springs, and Pueblo, Colo., to points in Arizona (except Phoenix, Tucson, and Prescott, Ariz.

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

No. MC 125759 (Sub-No. 2), filed April 7, 1964. Applicant: RAY MINSHELL, JR., AND HERBERT W. HAIDLE, doing business as MINSHELL'S EXPRESS, 317 Depot Street, Latrobe, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment) between the Greater Pittsburgh Airport, Moon Township, Allegheny County, Pa., on the one hand, and, on the other, points in Indiana and Westmoreland Counties, Pa., and those points in Fayette County, Pa., lying north of Pennsylvania Highway 711.

NOTE: Applicant states the service as proposed above will be restricted to shipments by air. Applicant further states "effective March 11, 1964, the petitioner holds one way rights from points in Westmoreland County, Pa., to the Greater Pittsburgh Airport, Moon Township, Allegheny County, Pa., restricted to traffic having an immediately subsequent movement by air, which your applicant will voluntarily relinquish if the within application is granted." If a hearing is deemed necessary, applicant requests it be held in Washington, D.C.

No. MC 125865 (Sub-No. 2), filed April 8, 1964. Applicant: MID-STATES GRAIN TRANSPORT, INC., Rural Route 2, Lebanon, Ind. Applicant's attorney: William J. Guenther, 1212 Fletcher Trust Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and fed ingredients*, between Cincinnati, Ohio, and points in Illinois, Indiana, and Kentucky.

NOTE: Applicant requests hearing be held at Indianapolis if deemed necessary.

No. MC 126099, filed March 12, 1964. Applicant: DALE E. HUBER, Armstrong, Mo. Applicant's attorney: Frank J. Iuen, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal and poultry feed*, from Kansas City, Mo., to points in Howard, Randolph, Chariton, Boone, Saline, and Cooper Counties, Mo., and *commodities*, the transportation of which is partially exempt under the provisions of section 203(b)(6) of the Interstate Commerce Act if transported in vehicles not used in carrying any other property, when moving in the same vehicle at the same time with animal and poultry feed.

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

No. MC 126104 (AMENDMENT), filed March 11, 1964, published FEDERAL REGISTER issue of April 1, 1964, amended April 10, 1964, and republished as amended this issue. Applicant: WEBER TRUCKING CORPORATION, Route 3, Box 117, Ogden, Utah. Applicant's attorney: Irene Warr, 419 Judge Building, Salt Lake City 11, Utah. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Concrete pipe, concrete block, concrete products*, and *corrugated metal pipe*, from Salt Lake City and Ogden, Utah, to points in Utah, Idaho, Wyoming, and Nevada.

NOTE: The purpose of this republication is to add the destination State of Nevada and to delete the destination States of Arizona and Colorado as previously published.

No. MC 126123, filed April 6, 1964. Applicant: HAROLD COPP, doing business as COPP TRUCKING, Rural Route 1, Columbia City, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, and fertilizer materials*, dry, in bags, and in bulk, from Indianapolis, Ind., to points in Illinois, Kentucky, the Lower Peninsula of Michigan, and Ohio, and Streator, Ill., to points in Indiana, and *damaged and rejected shipments*, of the commodities specified above on return.

NOTE: Applicant states "Fertilizer, and fertilizer materials, in bulk, will move in hopper type vehicles equipped with conveyor, for unloading. The transportation services to be performed will be under a contract or continuing contract with Smith-Douglass Company, Inc., Norfolk, Va." If a hearing is deemed necessary applicant requests it be held at Indianapolis, Ind.

No. MC 126152 (Sub-No. 1), filed April 6, 1964. Applicant: DALE E. SIPLES, doing business as S & S TRUCKING COMPANY, 418 South Oak Street, Kendallville, Ind. Applicant's attorney: Kenneth A. King, 112 East Williams Street, Kendallville, Ind., 46755. Authority sought to operate as a *contract*

carrier, by motor vehicle, over irregular routes, transporting: *Lumber and building supplies*, from the site of Wickes Lumber Co., at Huntertown, Ind., to points in Jackson, Calhoun, Cass, Kalamazoo, Branch, Hillsdale, Lenawee, Monroe, and St. Joseph Counties, Mich., Williams, Fulton, Lucas, Defiance, Henry, Wood, Paulding, Putman, Hancock, Hardin, Allen, Van Wert, Mercer, Auglaize, Logan, Shelby, and Darke Counties, Ohio, and Steuben, DeKalb, Allen, Adams, Jay, Randolph, Wayne, Lagrange, Noble, Huntington, Wells, Blackford, Delaware, Henry, Madison, Grant, Wabash, Whitley, Kosciusko, Elkhart, St. Joseph, Marshall, Fulton, Cass, Howard, Carroll, White, Pulaski, and LaPorte Counties, Ind.

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

No. MC 126157, filed March 30, 1964. Applicant: JOHN SCHOCK TRUCKING, 388 Portage Road, Niagara Falls, Ontario, Canada. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, in bulk, in dump vehicles, between ports of entry on the international boundary line between the United States and Canada at or near Buffalo, Niagara Falls, and Lewiston, N.Y., and Lackawanna, Batavia, Youngstown, N.Y., and points on Grand Island, N.Y., restricted to loads not exceeding 32,000 pounds.

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

No. MC 126162, filed April 6, 1964. Applicant: MAX SUMMERS AND JERRY SUMMERS, doing business as M & J SUMMERS TRUCKING, 720 Park Avenue, Covington, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, dry, in bags and in bulk, (1) from Indianapolis, Ind., to points in Illinois, Kentucky, the Lower Peninsula of Michigan, and Ohio, and (2) from Streator, Ill., to points in Indiana, and *damaged and rejected shipments* on return, in (1) and (2) above.

NOTE: Applicant states that the proposed service is to be performed under a continuing contract with Smith-Douglass Co., Inc., Norfolk, Va. If a hearing is deemed necessary applicant requests that it be held at Indianapolis, Ind.

No. MC 126165, filed April 9, 1964. Applicant: JAMES E. FELLOWS, doing business as JIM FELLOWS TRUCKING, Box 34, Scottsburg, Ind. Applicant's attorney: James D. Williams, 307 North Capitol Avenue, Corydon, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand, gravel, dirt, and bituminous paving products*, in dump vehicles, from the plantsite of Coffman & Lucas Sand & Gravel Co., located at or near Mauckport (Harrison County), Ind., to points in Harrison, Washington, Orange, and Crawford Counties, Ind., and points in Meade, Hardin, Bullitt, and Breckinridge Counties, Ky.

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

No. MC 126166, filed April 3, 1964. Applicant: SELLERS TRANSFER COMPANY, INC., 6 Hasell Street, Charleston, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods and personal effects* moving in thru-containers or by other methods, and *empty containers or other incidental facilities* (not specified) used in transporting the above-described commodities, between points in Charleston, Berkeley, Georgetown, Horry, and Jasper Counties, S.C., on the one hand, and, on the other, points in South Carolina.

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

No. MC 126167, filed April 6, 1964. Applicant: HOPKINS TRANSFER AND STORAGE, INC., doing business as HOPKINS-MAYFLOWER, 2 Hasell Street, Charleston, S.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods, personal effects*, moving in thru-containers or by other methods, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, between points in Charleston, Berkeley, Georgetown, Horry, and Jasper Counties, S.C., on the one hand, and, on the other, points in South Carolina.

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

No. MC 126172, filed April 6, 1964. Applicant: APEX TRANSPORT COMPANY, a corporation, 111 South Meramec Avenue, Clayton 5, Mo. Applicant's attorney: Israel Treiman, Suite 1955, Railway Exchange Building, 611 Olive Street, St. Louis, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fuel oil* and *other petroleum products*, from Wood River and Pana, Ill., to city of St. Louis, and points in St. Louis, Audrain, Butler, Franklin, Gasconade, Jefferson, Lewis, Madison and Ste. Genevieve Counties, Mo.

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

No. MC 126174, filed April 13, 1964. Applicant: TURNPIKE TRUCKING, INC., 51 West Hills Road, Huntington Station, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bags, from New York, N.Y., to the plantsite of Nucci Brothers, Inc., Huntington Station, N.Y.

NOTE: Applicant states that the proposed operation is to be restricted to traffic having a prior movement by rail or barge carrier. If a hearing is deemed necessary applicant requests it be held at Washington, D.C.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Sub-No. 44), filed April 8, 1964. Applicant: GREYHOUND LINES, INC., 140 South Dearborn Street, Chicago, Ill. Applicant's attorney: R. J. Bernard (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express, newspapers*, and *mail*, in the same vehicle with passengers, between Hopkinsville, Ky., and junction U.S. Highway 60 and U.S. Highway 62, east of Paducah, Ky., from Hopkinsville over Kentucky Highway 91 to junction Western Kentucky Parkway north of Princeton, Ky., thence over Western Kentucky Parkway to junction Kentucky Highway 278, thence over Kentucky Highway 278 to junction U.S. Highway 62 at or near Kuttawa, Ky., thence over U.S. Highway 62 to junction U.S. Highway 60 east of Paducah, Ky., and return over the same route, serving all intermediate points including the junction of U.S. Highways 60 and 62, except that no passenger shall be handled between points east of the junction of U.S. Highways 60 and 62 and Princeton, Ky., on the one hand, and, on the other, Paducah, Ky., and points beyond.

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

No. MC 72349 (Sub-No. 20), filed April 6, 1964. Applicant: EASTERN MASSACHUSETTS STREET RAILWAY COMPANY, a corporation, 1442 Main Street, Brockton, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers, express, mail, newspapers, and baggage of passengers* in the same vehicle with passengers, between Quincy, Mass., and Providence, R.I., from Quincy, over city and town streets to Massachusetts Highway 37 in Braintree, Mass., thence over Massachusetts Highway 37 to Brockton, Mass., thence over city streets and Massachusetts Highway 123 to junction Massachusetts Highways 123 and 138, in Easton, Mass., thence over Massachusetts Highway 138 to Taunton, thence over U.S. Highway 44 to Massachusetts-Rhode Island State line, thence over U.S. Highway 44 to Providence, and return over the same route, serving all intermediate points.

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

No. MC 72349 (Sub-No. 21), filed April 8, 1964. Applicant: EASTERN MASSACHUSETTS STREET RAILWAY COMPANY, a corporation, 1442 Main Street, Brockton, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express, mail* and *newspapers*, in the same vehicle with passengers, (1) between Fall River, Mass., and Boston, Mass., over Massachusetts Highway 138, serving the intermediate points of Somerset, Dighton, Taunton, Raynham, and Easton, Mass., and (2) between Fall River, Mass., and junction Massachusetts Highway 128 and Massachusetts Highway 138; from Fall River over Massachusetts Highway 24 to junction Massachusetts Highway 140, thence over Massachusetts 140 to Taunton, thence over U.S. Highway 44 to junction Massachusetts Highway 24, thence over Massachusetts Highway 24 to junction Massachusetts Highway 128,

thence over Massachusetts Highway 128 to junction Massachusetts Highway 138, and return over the same route, serving the intermediate point of Taunton, Mass.

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

No. MC 100327 (Sub-No. 2), filed April 9, 1964. Applicant: LONGUEIL TRANSPORTATION, INC., 144 Shaker Road, East Longmeadow, Mass. Applicant's attorney: Arthur M. Marshall, 145 State Street, Springfield, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle, in special operations and all-expense sightseeing and pleasure tours, from Springfield, Mass., and points within 20 miles of Springfield, to points in Maine, New Hampshire, Vermont, Rhode Island, Connecticut, and New York, and return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Springfield, Mass., or Hartford, Conn.

No. MC 119233 (Sub-No. 2), filed April 3, 1964. Applicant: LAKE LINES, INC., 3906 West Ridge Road, Erie, Pa. Applicant's attorney: David H. Lund, 332 East Sixth Street, Erie, Pa., 16507. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express, mail*, and *newspapers* in the same vehicle with passengers, between junction Pennsylvania Highway 5 and U.S. Highway 20 and junction Pennsylvania Highway 18 and U.S. Highway 20, from junction Pennsylvania Highway 5 and U.S. Highway 20 over U.S. Highway 20 to junction U.S. Highway 6N, thence over U.S. Highway 6N to junction Pennsylvania Highway 18, thence over Pennsylvania Highway 18 to junction U.S. Highway 20, and return over the same route, serving all intermediate points.

NOTE: Applicant states it proposes to use the above specified route in connection with its authorized regular-route operations in MC 119233 (Sub-No. 1). If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 125569 (Sub-No. 8), filed April 7, 1964. Applicant: VALLEY TRANSPORTATION COMPANY, a corporation, 829 State Street, Lemoyne, Pa. Applicant's attorney: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in special operations during authorized racing season of each year between Harrisburg, Lemoyne, Camp Hill, Middletown, Elizabethtown, and York, Pa., on the one hand, and, on the other, Delaware Park Race Course, Stanton, Del.

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

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIERS OF PROPERTY

No. MC 32948 (Sub-No. 9), filed April 8, 1964. Applicant: P. A. K. TRANSPORT, INC., 96 Laurel Street, Newport, N.H. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Junk, salvage, scrap and waste materials, and empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, between points in New Hampshire, Maine, Connecticut, Massachusetts, Vermont, Rhode Island, and New York.

NOTE: Applicant is also authorized to conduct operations as a contract carrier in Permit MC 21945, therefore dual operations may be involved.

No. MC 35334 (Sub-No. 56), filed April 8, 1964. Applicant: COOPER-JARRETT, INC., Post Office Box 333, Orange, N.J. Applicant's attorney: William Biederman, 280 Broadway, New York 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Springfield, Ill., and Pittsburgh, Pa.; from Springfield over U.S. Highway 36 to Indianapolis, Ind., thence over U.S. Highway 40 to Washington, Pa., thence over U.S. Highway 19 to Pittsburgh, and return over the same route, serving no intermediate points, and serving the termini for purpose of joinder only, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations.

No. MC 59894 (Sub-No. 38), filed April 6, 1964. Applicant: TEXAS-ARIZONA MOTOR FREIGHT, INC., 1700 East Second Street (Post Office Box 1034), El Paso, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Odessa, Tex., and Coyanosa-Wolfcamp Cycling Plant (Pecos County), Tex., located approximately six (6) miles southeast of Coyanosa, Tex.; from Odessa over U.S. Highway 80 to junction Texas Highway 18 at or near Monahans, Tex., thence over Texas Highway 18 to junction Farm or Ranch Road 1776, and thence over Farm or Ranch Road 1776 to Coyanosa and the Coyanosa-Wolfcamp Cycling Plant Site (Pecos County), and return over the same route, serving the intermediate point of Coyanosa, Tex., only, (2) between Pecos, Tex., and Coyanosa-Wolfcamp Cycling Plant (Pecos County), Tex., located approximately six (6) miles southeast of Coyanosa, Tex.; from Pecos over U.S. Highway 285 to junction Farm or Ranch Road 1450, thence over Farm or Ranch Road 1450 to junction Farm or Ranch Road 1776 to Coyanosa and the Coyanosa-Wolfcamp Cycling Plant Site (Pecos County), and return over the same route, serving all intermediate points, (3) between Fort Stockton, Tex., and Coyanosa-Wolfcamp Cycling Plant (Pecos County), Tex., located approximately six (6) miles southeast of Coyanosa, Tex.; (a) from Fort Stockton over U.S. Highway 285 to junction Farm or Ranch Road 1776, thence over Farm or Ranch Road 1776 to Coyanoca and the Coyanosa-Wolfcamp Cycling Plant Site (Pecos County), and return over the same route, serving all intermediate points, and (b) from Fort Stockton over Texas Highway 18 to junction Farm or Ranch Road 1450, thence over Farm or Ranch Road 1450 to junction Farm or Ranch Road 1776, and thence over Farm or Ranch Road 1776 to Coyanosa and Coyanosa-Wolfcamp Cycling Plant Site (Pecos County), and return over the same route, serving all intermediate points, and (4) between Crane, Tex., and Coyanosa-Wolfcamp Cycling Plant (Pecos County), Tex., located approximately six (6) miles southeast of Coyanosa, Tex.; from Crane over Texas Highway 329 to junction Texas Highway 18 near Grandfalls, Tex., thence over Texas Highway 18 to junction Farm or Ranch Road 1450, thence over Farm or Ranch Road 1450 to junction Farm or Ranch Road 1776, and thence over Farm or Ranch Road 1776 to Coyanosa and the Coyanosa-Wolfcamp Cycling Plant Site (Pecos County), and return over the same route, serving all intermediate points.

NOTE: Common control may be involved.

No. MC 110525 (Sub-No. 653), filed April 9, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorney: Edwin H. van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Synthetic resins*, in bulk, in tank vehicles, from Cleveland, Ohio, to Cortland, N.Y.

No. MC 110686 (Sub-No. 22), filed April 7, 1964. Applicant: McCORMICK DRAY LINE, INC., Avis, Pa. Applicant's attorney: David A. Sutherlund, 1120 Connecticut Avenue, NW., Washington 36, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, as described in appendix V to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from Jersey Shore, Pa., and points within 10 miles thereof, to points in Florida, Georgia, and North Carolina, and *used railroad rails* on return.

No. MC 112497 (Sub-No. 224) filed April 6, 1964. Applicant: HEARIN TANK LINES, INC., 6440 Rawlins Street, Baton Rouge, La. Applicant's attorneys: E. Stephen Heisley and Harry C. Ames, Jr., Transportation Building, Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphuric acid*, in bulk, in tank vehicles, from Baton Rouge, La., to points in Arkansas.

NOTE: Common control may be involved.

No. MC 113604 (Sub-No. 2), filed March 27, 1964. Applicant: C. C. STARCHER, doing business as STARCHER'S TRANSFER, Charmco, W. Va. Applicant's attorney: Charles E. Anderson, 1421 Kanawha Valley Building, Charleston 32, W. Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transport-

ing: *Lumber* and *building materials* and *supplies*, from Rainelle, W. Va., to points in Michigan, Wisconsin, Tennessee, New Jersey, and New York.

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

No. MC 123383 (Sub-No. 11), (CORRECTION), filed January 2, 1964, published FEDERAL REGISTER issue January 29, 1964, republished as corrected, this issue. Applicant: BOYLE BROTHERS, INC., 256 River Road, Edgewater, N.J. Applicant's attorney: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sand and gravel*, in dump vehicles, from points in Nassau, Suffolk, Orange, Westchester, and Rockland Counties, N.Y., to points in Somerset, Morris, Essex, Passaic, Bergen, Union, Hudson, and Sussex Counties, N.J., and (2) *magnetitie ore*, in bulk and in bags, from Mount Hope, N.J., to points in Pennsylvania, Virginia, West Virginia, and Kentucky.

NOTE: The purpose of this republication is to add Virginia as a destination area in (2) above.

No. MC 126057 (Sub-No. 1), (CORRECTION), filed March 16, 1964, published FEDERAL REGISTER, issue of April 15, 1964, and republished as corrected this issue. Applicant: MARQUAND EXPRESS, INC., 2726 Brentwood Boulevard, St. Louis, Mo., 63144. The purpose of this republication is to correct the spelling of applicants name, shown in previous issue as *MARQUARD* EXPRESS, INC.

MOTOR CARRIERS OF PASSENGERS

No. MC 118689 (Sub-No. 3), filed March 13, 1964. Applicant: BRISTOL-JENKINS BUS LINE, INC., 421 Cumberland Street, Bristol, Va. Applicant's attorney: Jno. C. Goddin, Insurance Building, 10 South 10th Street, Richmond 19, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express, mail, and newspapers*, in the same vehicle with passengers, between Coeburn, Va., and Clintwood, Va., from Coeburn over Virginia Highway 72 to junction Virginia Highway 83, thence over Virginia Highway 83 to Clintwood, and return over the same route, serving all intermediate points.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary*.

[F.R. Doc. 64-3948; Filed, Apr. 21, 1964; 8:49 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

APRIL 17, 1964.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. MC 4253 Sub-1, filed March 26, 1964. Applicant: PULASKI HIGHWAY EXPRESS, INC., 640 Hamilton Avenue, Nashville, Tenn. Applicant's attorney: James C. Havron, 513 Nashville Bank and Trust Building, Nashville, Tenn.

Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, between Memphis, Tenn., and Nashville, Tenn., over Interstate Highway 40, serving no intermediate points, as an alternate route, for operating convenience only in connection with applicant's authorized regular-route operations.

NOTE: Applicant states the above-proposed operations between Memphis and Nashville, Tenn., will be used to the extent Interstate Highway 40 is available for use, and in the future over such additional sections of said highway as become available for use, with authority to enter, leave and reenter said highway at such interchanges and crossings and traversing such highways as will be necessary to connect with applicant's presently authorized routes, including the right to operate over U.S. Highway 70 between the westerly completed portion of Interstate Highway 40 and Memphis, Tenn., with this operation over U.S. Highway 70 being limited to a period of time that will terminate on completion of the construction of Interstate Highway 40 between Memphis and Nashville, Tenn.

HEARING: May 14, 1964, at 9:30 a.m., in the Commission's 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, Cordell Hull Building, Nashville, Tenn., 37219, and should not be directed to the Interstate Commerce Commission.

State Docket No. MC-4630, filed March 24, 1964. Applicant: MARION HASKINS, doing business as HASKINS EXPRESS, Church Street, Centerville, Tenn. Applicant's attorney: Lon P. MacFarland, Middle Tennessee Bank Building, Columbia, Tenn. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, between Nashville, Tenn., and Centerville, Tenn., over Tennessee Highway 100, serving Lyles, Fairview, and Wrigley, Tenn.

HEARING: May 13, 1964, at 9:30 a.m., in the Commission's 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, Cordell Hull Building, Nashville, Tenn., 37219, and should not be directed to the Interstate Commerce Commission.

State Docket No. C-6714 Case No. 7, filed February 10, 1964. Applicant: CENTRAL TRANSPORT, INC., 3391 East McNichols, Detroit, Mich. Applicant's attorney: William B. Elmer, 22644 Gratiot Avenue, East Detroit, Mich. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, (1) between junction Michigan Highway 59 and Interstate Highway 94 near Selfridge Air Force Base and junction U.S. Highway 127 and Interstate Highway 94 near Jackson, Mich., over Interstate Highway 94; (2) between Jackson, Mich., and Lansing, Mich., over U.S. Highway 127; (3) between Detroit, Mich., and junction Interstate Highways 96 and 696 near Novi, Mich., over Interstate Highway 696; and (4) between South Rockwood, Mich., and Bay City, Mich., over Interstate Highway 75.

NOTE: Applicant states the above authority is subject to the following limitations: (a) Restricted against service to points not otherwise authorized; (b) access routes may be used only for connection with intersecting routes otherwise authorized; and (c) access routes may be authorized within commercial zones of points otherwise authorized.

HEARING: May 7, 1964, at 9:30 a.m., in the offices of the 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., 48913, and should not be directed to the Interstate Commerce Commission.

State Docket No. T-6728, Sub-1, filed March 31, 1964. Applicant: C. M. McNEELY AND PEARLIE McNEELY, doing business as, HUMANSVILLE TRUCK LINE, Humansville, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, from Humansville, Mo., over Missouri Highway 13 to junction U.S. Highway 54 at Collins, Mo., thence over U.S. Highway 54 to El Dorado Springs, Mo., and return over said route to junction Missouri Highway 39, thence over Missouri Highway 39 to junction Route N, thence over Route N to Caplinger Mills, Mo., and return, thence over Missouri Highway 39 to junction Missouri Highway 32, thence over Missouri Highways 39 and 32 to Stockton, Mo., thence over Missouri Highway 32 to Fair Play, Mo., and return over said routes, serving Cedar Springs, El Dorado Springs, Caplinger Mills, and Stockton, Mo., as regular route points, between said points, on the one hand, and Springfield, Mo., and its commercial zone, on the other

hand; serving Humansville and Fair Play, Mo., as points of joinder on applicant's presently authorized routes; with authority to render through service at through rates between the points sought to be served and applicant's presently authorized service points.

HEARING: May 7, 1964, at 10:00 a.m., in the Missouri Public Service Commission, 100 East Capitol Avenue, Jefferson City, Mo.

Requests for procedural information, including the time for filing protests concerning this application should be addressed to Mr. Warren G. Taylor, Secretary, Missouri Public Service Commission, Jefferson Building, Jefferson City, Mo., and should not be directed to the Interstate Commerce Commission.

State Docket No. A 46320, filed March 27, 1964. Applicant: A & B GARMENT DELIVERY OF SAN FRANCISCO, 2277 Shafter Avenue, San Francisco 24, Calif. Applicant's attorney: Daniel Baker, 625 Market Street, San Francisco 5, Calif. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *apparel*, wearing; *bags*, cloth; *bags*, hand; *bath robes; belts; blouses; buttons; cloth; cloth*, piece goods; *clothing; clothing accessories; containers*, clothes; *draperies; dry goods; fittings*, tailored; *footwear; furnishings*, men's; *garments; gloves; hangers*, clothes; *hose; jewelry*, costume; *lining*, clothes; *luggage; patterns; shirts; shoes; suspenders; tapes*, cloth; *textiles; thread; ties; towels; trimmings*, tailored; *umbrellas;* and *yarns*, between all points and places on and within five (5) miles of U.S. Highway 101 between San Francisco, Calif. and Santa Rosa, Calif., inclusive, and all points within five (5) miles of the city of Santa Rosa, Calif.

HEARING: Date, time, and place assigned for hearing application, not known.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the California Public Utilities Commission, California State Building, San Francisco 2, Calif., and shall not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary*.

[F.R. Doc. 64-3949; Filed, Apr. 21, 1964; 8:49 a.m.]

[Notice 971]

MOTOR CARRIER TRANSFER PROCEEDINGS

APRIL 17, 1964.

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

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

No. MC-FC 66486. By order of April 9, 1964, the Transfer Board approved the transfer to Hart Truck Line, Inc., Dexter, Mo., of the operating rights in certificates in Nos. MC 106233 (Sub-No. 1), MC 106233 (Sub-No. 3), MC 106233 (Sub-No. 4), MC 106233 (Sub-No. 6), and MC 106233 (Sub-No. 8), issued by the Commission January 31, 1950, as amended August 1, 1950, June 22, 1951, May 4, 1953, March 20, 1956, and January 31, 1962, respectively, to Gordon Hart, doing business as Gordon Hart Truck Line, Dexter, Mo., authorizing the transportation, over regular routes, of general commodities, excluding household goods, commodities, in bulk, and other specified commodities, and general commodities, excluding household goods and other specified commodities, and over irregular routes, of livestock, malt beverages, petroleum products, household goods, as defined, and scrap leather, from, to, and between specified points in Arkansas, Illinois, Missouri, and Tennessee, varying with the commodities transported. B. W. LaTourette, Jr., 1230 Boatman's Bank Building, St. Louis, Mo., 63102, attorney for applicants.

No. MC-FC 66534. By order of April 10, 1964, the Transfer Board approved the transfer to Akes Hauling Service, Inc., Pasco, Wash., of certificates in Nos. MC 88644, MC 88644 (Sub-No. 2), and MC 88644 (Sub-No. 4), issued June 14, 1938, March 13, 1942, and May 27, 1958, respectively, to C. L. Akes, Yakima, Wash., authorizing the transportation of: Agricultural commodities, between points in Umatilla County, Oreg., and Walla Walla and Columbia Counties, Wash., and, fruit and products, from Grandview, Wash., to Takoma, Wash., and asphalt and gravel, in dump vehicles, between points in Columbia, Walla Walla, Franklin, and Benton Counties, Wash., on the one hand, and, on the other, points in Umatilla and Morrow Counties, Oreg. Herbert H. Freise, 200 Jones Building, Walla Walla, Wash., attorney for applicants.

Nos. MC-FC 66696 and MC-FC 66697. By order of April 10, 1964, the Transfer Board approved the related applications to transfer to Kentucky Freight, Inc., Louisville, Ky., of the operating rights claimed in No. MC 97992 (Sub-No. 1) under the "grandfather clause" of section 206(a)(7)(B), Interstate Commerce Act by the estate of C. C. Mattingly, Kirk, Ky., and the substitution of Kentucky Freight, Inc., as applicant for a certificate of registration from this Commission corresponding to a grant of intrastate authority by the Kentucky Department of Motor Transportation in Certificate No. 361, issued to C. C. Mattingly and transferred to Mildred Mattingly. Ben K. Wilmot, Republic Building, Louisville, Ky., attorney for applicants.

No. MC-FC 66717. By order of April 10, 1964, the Transfer Board approved the transfer to Samuel Tortorelli, doing business as Tortorelli Trucking, Ridgewood, N.Y., of the operating rights in permit in No. MC 105968, issued June 12, 1953, to Dominick Tortorelli, doing business as Tortorelli Trucking, College Point, Queens, N.Y., authorizing the transportation, over irregular routes, of: Iron and steel bars, plates, rods, sheets, and strips, subject to certain restrictions, between New York, N.Y., on the one hand, and, on the other Newark, N.J., and points in New Jersey within 25 miles thereof. Morris Honig, 150 Broadway, New York 38, N.Y., attorney for applicants.

No. MC-FC 66728. By order of April 10, 1964, the Transfer Board approved the transfer to William M. Lueddeke, doing business as William M. Lueddeke Motor Freight, Cranford, N.J., of the operating rights in certificate in No. MC 60933, issued by the Commission April 23, 1942, to Empire Express, Inc., New York, N.Y., authorizing the transportation, over irregular routes, of general commodities, excluding household goods, commodities in bulk, and other specified commodities between New York, N.Y., on the one hand, and, on the other, points in Essex and Union Counties, N.J. George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306, representative for applicants.

No. MC-FC 66769. By order of April 10, 1964, the Transfer Board approved the transfer to Allen Christensen, Anita, Iowa, of the operating rights issued by the Commission November 3, 1952, under certificate in No. MC 9801, to Irwin Weimer, Anita, Iowa, authorizing the transportation, over irregular routes, of clay, tankage, feed, flour, hay, furniture, agricultural implements and parts, petroleum products, in containers, wallpaper, drugs, paint, lumber, building materials, plumbers' supplies, iron pipe, molasses, potatoes, and twine, from Omaha, Nebr., to Anita, Iowa, and farms within 40 miles thereof; empty oil drums, from Anita, to Omaha, Nebr., horses and mules, between Anita, Iowa, and points in Iowa within 125 miles of Anita, on the one hand, and, on the other, Omaha, Nebr.; and livestock, between Anita, Iowa, and points within 50 miles of Anita, on the one hand, and, on the other, Omaha, Nebr.

No. MC-FC 66773. By order of April 7, 1964, the Transfer Board approved the transfer to Schneider Trucking Co., Inc., Richmond, Va., of a portion of permit in No. MC 114061 (Sub-No. 5), issued May 22, 1961, to Harry Schneider and Rose F. Schneider, a partnership, doing business as Schneider's Transfer, Richmond, Va., authorizing the transportation, over irregular routes, of new furniture, in cartons, set up, from Richmond, Va., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, Ohio, West Virginia, Michigan, Indiana, Kentucky, Illinois, and Tennessee, and points in New York (with exception), Maryland (with exception), Delaware (with exception), and Pennsylvania (with exceptions); new furniture, in cartons, from Richmond, Va., to points in Alabama, Florida, Georgia, and South Carolina, and damaged and defective shipments of new furniture, in cartons, from points in Alabama, Florida, Georgia, and South Carolina to Rich-

mond, Va.; new furniture, crated or uncrated, from Richmond, Va., to points in Mississippi, and defective shipments on return. Jno. C. Goddin, Insurance Building, 10 South 10th Street, Richmond 19, Va., attorney for applicants.

No. MC–FC 66786. By order of April 10, 1964, the Transfer Board approved the transfer to Beauce Transport, Ltd., a corporation, Beauceville-Est, Beauce City, Quebec, Canada, of the operating rights in the permit No. MC 123448, issued October 10, 1962, to Fernando Rodrigue, doing business as Rodrigue & Rodrigue, Enrg, St. Honore, Beauce, Quebec, Canada, authorizing the transportation, over irregular routes of: Harwood squares, from ports of entry of the U.S.-Canada boundary line, at or near Jackman, Maine, and Derby Line, Vt., to specified points in named counties in Maine. Donald J. Bourassa, 116 State Street, Augusta, Maine, attorney for applicants.

No. MC–FC 66791. By order of April 10, 1964, the Transfer Board approved the transfer to Bezanson Transportation Co., Inc., Saugus, Mass., of the operating rights in certificate of registration No. MC 58472 (Sub-No. 1), issued December 30, 1963, to Lloyd E. Bezanson, doing business as Bezanson Transportation Co., Saugus, Mass., corresponding to the grant of intrastate authority to transferor, pursuant to common carrier certificate No. 4732, issued January 10, 1961, by the Department of Public Utilities of the Commonwealth of Massachusetts. William D. Traub, 10 East 40th Street, New York 16, N.Y., practitioner for applicants.

[SEAL] HAROLD D. MCCOY, *Secretary*.

[F.R. Doc. 64-3950; Filed, Apr. 21, 1964; 8:49 a.m.]

[Notice No. 631]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

APRIL 20, 1964.

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

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

APPLICATIONS ASSIGNED FOR ORAL HEARING

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–8723. Authority sought for control by GENERAL MOVERS CORPORATION, 550 Mercer Street, Seattle, Wash., 98109, of MARTIN VAN LINES, INC., 557 Roy Street, Seattle, Wash., and for acquisition by G. W. SMYTH, also of 550 Mercer Street, Seattle, Wash., 98109, of control of MARTIN VAN LINES, INC., through the acquisition by GENERAL MOVERS CORPORATION. Applicants' attorney: Alan F. Wohlstetter, 1 Farragut Square South, Washington, D.C., 20006. Operating rights sought to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over irregular routes, between points within 3 miles of Portland, Oreg., including Portland; *household goods*, as defined by the Commission, from points in Yellowstone, Stillwater, Sweet Grass, Park, Wheatland, Fergus, Mussellshell, Golden Valley, Petroleum, Big Horn, and Carbon Counties, Mont., to points in Wyoming, Colorado, Idaho, Utah, Oregon, and Washington, from points in Wyoming, Colorado, Idaho, Utah, Oregon, and Washington, to all points in Montana, between points in Rosebud, Custer, and Treasure Counties, Mont., except Forsyth, Mont., on the one hand, and, on the other, points in Minnesota, South Dakota, North Dakota, Wyoming, Idaho, Washington, and Montana, between Forsyth, Mont., on the one hand, and, on the other, points in Montana, more than 125 miles from Forsyth, and those in Minnesota, South Dakota, North Dakota, Wyoming, Idaho, and Washington, between points in California, Oregon, and Washington, between points in Douglas, Klamath, Jackson, Josephine, Coos, and Curry Counties, Oreg., on the one hand, and, on the other, points in Idaho, and Nevada. GENERAL MOVERS CORPORATION, holds no authority from this Commission. However, it is affiliated with A WORLD VAN SERVICE, INC., which is authorized to operate as a *common carrier* in Alabama, Arkansas, Colorado, Connecticut, Delaware, Georgia, Florida, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary*.

[F.R. Doc. 64-4030; Filed, Apr. 21, 1964; 8:53 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

APRIL 17, 1964.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 38971: *Phosphate rock to Dothan, Ala.* Filed by O. W. South, Jr., agent (No. A4498), for interested rail carriers. Rates on phosphate rock, crude (other than ground phosphate rock), in carloads, from producing points in Florida, to Dothan, Ala.

Grounds for relief: Rail-barge-truck competition.

Tariff: Supplement 60 to Southern Freight Association, Agent, tariff I.C.C. S–140.

FSA No. 38972: *Commodities between points in Texas.* Filed by Texas-Louisiana Freight Bureau, agent (No. 500), for interested rail carriers. Rates on chemicals, phosphatic fertilizer solution, frozen foods and textile softeners, in carloads, from, to and between points in Texas, over interstate routes through adjoining States.

Grounds for relief: Intrastate rates and maintenance of rates from and to points in other states not subject to the same conditions.

Tariff: Supplement 12 to Texas-Louisiana Freight Bureau, agent, tariff I.C.C. 998.

AGGREGATE-OF-INTERMEDIATES

FSA No. 38973: *Commodities between points in Texas.* Filed by Texas-Louisiana Freight Bureau, agent (No. 501), for interested rail carriers. Rates on chemicals, phosphatic fertilizer solution, etc., in carloads, from, to and between points in Texas, over interstate routes through adjoining States.

Grounds for relief: Maintenance of depressed rates published to meet intrastate competition without use of such rates as factors in constructing combination rates.

Tariff: Supplement 12 to Texas-Louisiana Freight Bureau, agent, tariff I.C.C. 998.

By the Commission.

[SEAL] HAROLD D. MCCOY, *Secretary*.

[F.R. Doc. 64-3945; Filed, Apr. 21, 1964; 8:48 a.m.]

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