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Volume 77

**UNITED STATES STATUTES
AT LARGE**

[88th Cong., 1st Sess.]

Contains laws and concurrent resolutions enacted by the Congress during 1963, reorganization plan, and Presidential proclamations. Included is a numerical listing of bills enacted into public and private law, and a guide to the legislative history of bills enacted into public law.

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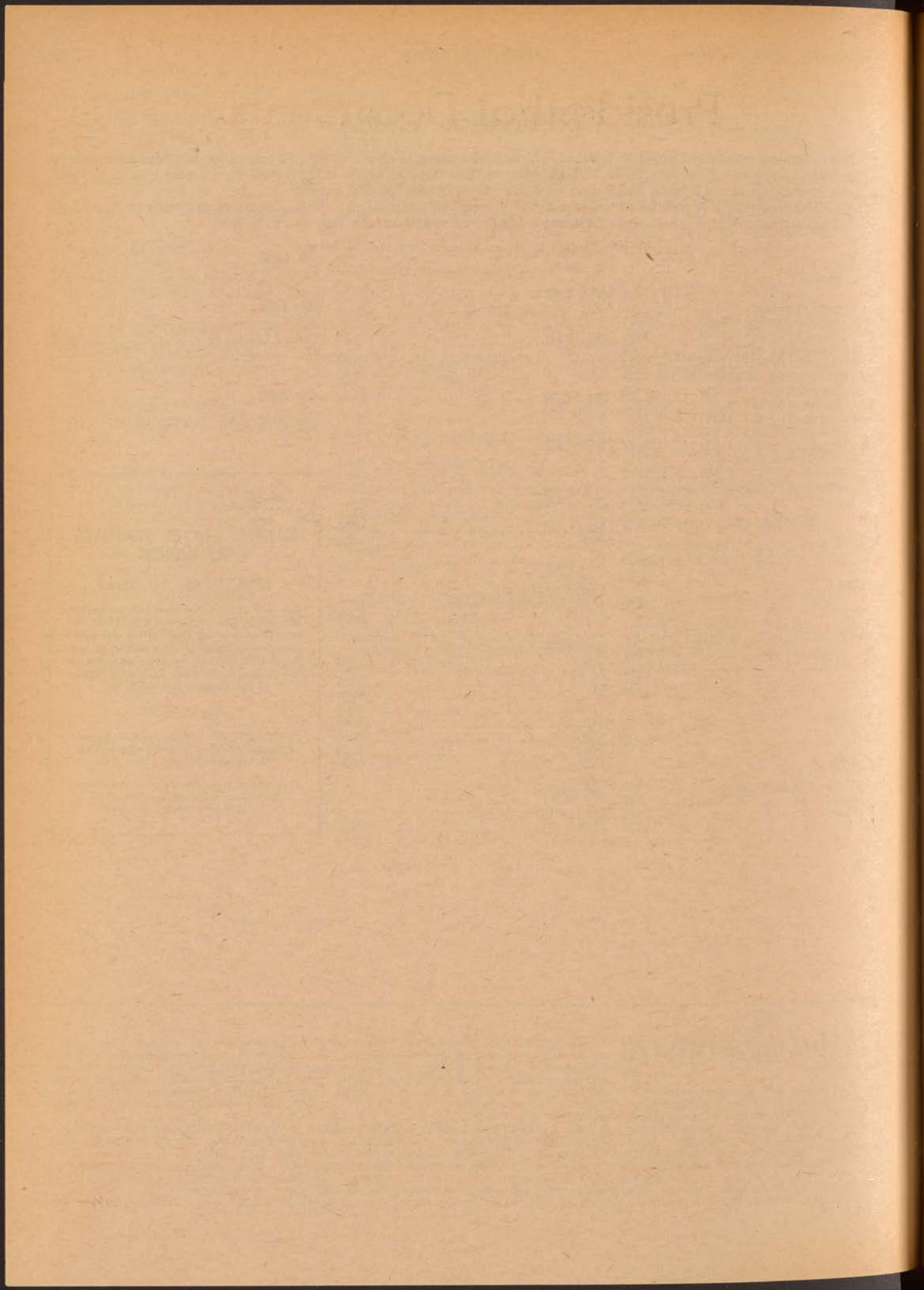
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Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3594

CAPTIVE NATIONS WEEK, 1964

By the President of the United States of America

A Proclamation

WHEREAS the joint resolution approved July 17, 1959 (73 Stat. 212) authorizes and requests the President of the United States of America to issue a proclamation each year designating the third week in July as "Captive Nations Week" until such time as freedom and independence shall have been achieved for all the captive nations of the world; and

WHEREAS the cause of human rights and personal dignity remains a universal aspiration; and

WHEREAS this nation is firmly committed to the cause of freedom and justice everywhere; and

WHEREAS it is appropriate and proper to manifest to the people of the captive nations the support of the Government and the people of the United States of America for their just aspirations:

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby designate the week beginning July 12, 1964, as Captive Nations Week.

I invite the people of the United States of America to observe this week with appropriate ceremonies and activities, and I urge them to give renewed devotion to the just aspirations of all people for national independence and human liberty.

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 eighteenth day of June in the year of our Lord nineteen hundred and sixty-four, and [SEAL] of the Independence of the United States of America the one hundred and eighty-eighth.

LYNDON B. JOHNSON

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 64-6331; Filed, June 23, 1964; 9:54 a.m.]

Executive Order 11157

PRESCRIBING REGULATIONS RELATING TO INCENTIVE PAY FOR HAZARDOUS DUTY, SPECIAL PAY FOR SEA DUTY AND DUTY AT CERTAIN PLACES, BASIC ALLOWANCES FOR SUBSISTENCE AND BASIC ALLOWANCES FOR QUARTERS

By virtue of the authority vested in me by sections 301 (a) and (f), 305(a), 402(f), and 403(g) of title 37 of the United States Code and as President of the United States and Commander in Chief of the armed forces of the United States, it is hereby ordered as follows:

PART I—INCENTIVE PAY FOR HAZARDOUS DUTY

SECTION 101. For the purposes of these regulations:

(a) The term "aerial flight" shall be construed to mean flight in an aircraft or glider; and a flight shall be deemed to begin when the aircraft or glider takes off from rest at any point of support and to terminate when it next comes to a complete stop at a point of support.

(b) The term "aviation accident" shall be construed to mean an accident in which a member who is required to participate frequently and regularly in aerial flight is injured or otherwise incapacitated as the result, as attested by the appropriate medical authority of the uniformed service concerned, of (1) jumping from, being thrown from, or being struck by, an aircraft or any part or auxiliary thereof, or (2) participation in any duly authorized aerial flight or other aircraft or glider operations.

SEC. 102. Under such regulations as the Secretary concerned may prescribe, any member of the uniformed services, including members assigned to special, administrative, or school duties, may be required by competent orders to perform hazardous duty.

SEC. 103. (a) Each member who is required by competent orders to participate frequently and regularly in aerial flights, other than glider flights, shall make the flights required as a crew member or as a non-crew member as directed by competent authority.

(b) Determinations as to what constitutes duty as a crew member and duty as a non-crew member shall be made in accordance with regulations prescribed by the Secretary concerned: *Provided*, That such determinations shall be uniform for all the services to the fullest extent practicable.

SEC. 104. Under such regulations as the Secretary concerned may prescribe, members who are required by competent orders to participate frequently and regularly in aerial flights, other than glider flights, shall be required to meet the following minimum flight requirements, except as otherwise provided in section 110 hereof, in order to be entitled to receive incentive pay for the performance of hazardous duty.

(a) Minimum flight requirements for members on active duty who may qualify for incentive pay under the provisions of section 301(a) of title 37 of the United States Code:

- (1) During one calendar month: 4 hours of aerial flight.
- (2) During any two consecutive calendar months when the requirements of clause (1) above have not been met: 8 hours of aerial flight.
- (3) During any three consecutive calendar months when the requirements of clause (2) above have not been met: 12 hours of aerial flight.
- (4) For fractions of a calendar month, the time of aerial flight required shall bear the same ratio to the time required for a full calendar month as the period in question bears to a full calendar month.
- (5) For fractions of two consecutive calendar months, the period in question shall be considered as a unit and the time of aerial flight required shall bear the same ratio to the time required for a full calendar month as the period in question bears to a full calendar month.

(6) Whenever, under authority conferred by the Secretary concerned, the commanding officer of any member who has been required by competent orders to participate frequently and regularly in aerial

flights, other than glider flights, certifies that on account of military operations of the particular command or on account of the unavailability of aircraft such member was unable to perform the aerial flights required by this section, such member may comply with the minimum flight requirements by performing at least 24 hours of aerial flight over a period of six consecutive calendar months, and such requirements may be met at any time during such period.

(b) Minimum flight requirements for members of reserve components of the uniformed services on inactive-duty training who may qualify for incentive pay under the provisions of section 301(f) of title 37 of the United States Code:

- (1) During one calendar month: 2 hours of aerial flight.
- (2) During any two consecutive calendar months, when the requirements of clause (1) above have not been met: 4 hours of aerial flight.
- (3) During any three consecutive calendar months when the requirements of clause (2) above have not been met: 6 hours of aerial flight.

(4) For fractions of a calendar month, the time of aerial flight required shall bear the same ratio to the time required for a full calendar month as the period in question bears to a full calendar month.

(5) For fractions of two consecutive calendar months, the period in question shall be considered as a unit and the time of aerial flight required shall bear the same ratio to the time required for a full calendar month as the period in question bears to a full calendar month.

(c) Minimum flight requirements for members of reserve components of the uniformed services who perform both active-duty and inactive-duty training during the same calendar month and who may qualify for incentive pay under the provisions of both sections 301(a) and 301(f) of title 37 of the United States Code:

- (1) For periods of active duty, those prescribed by clause (4) of subsection (a) of this section.
- (2) For periods of inactive-duty training, those prescribed by clause (4) of subsection (b) of this section.

However, the total flight requirements as determined by clauses (1) and (2) of this subsection may be met at any time during such calendar month

- (i) on inactive-duty training, or
- (ii) on active-duty and inactive-duty training,

if the inactive-duty flight requirement for such month has been met.

SEC. 105. Members shall not be entitled to receive incentive pay for participation in aerial flights for any period while suspended from such participation, unless such suspension is subsequently removed and the minimum flight requirements prescribed in section 104 hereof have been complied with, except as otherwise provided in section 110 hereof.

SEC. 106. As determined by the Secretary of the Navy, members who, pursuant to competent orders, are attached to a submarine which is in an active status and members qualified in submarines who, pursuant to competent orders, are assigned as prospective crew members of a submarine under construction or are receiving instruction to prepare for assignment to a submarine of advanced design or for a position of increased responsibility on a submarine shall be entitled to receive incentive pay for the performance of submarine duty. In the case of nuclear-powered submarines this entitlement shall include periods of training and rehabilitation after assignment thereto. A member who, pursuant to competent orders, performs duty as an operator or crew member of an operational, self-propelled submersible, including undersea exploration and research vehicles, shall likewise be entitled to receive incentive pay for the performance of submarine duty.

SEC. 107. (a) Members who are qualified as glider personnel under such regulations as the Secretary concerned may prescribe, or who are undergoing training for such qualification, and who are required

by competent orders to participate frequently and regularly in glider flights shall be required to perform one or more glider flights, without regard to duration thereof, during any three consecutive calendar months in order to be entitled to receive incentive pay for such period.

(b) Whenever, under authority conferred by the Secretary concerned, the commanding officer of any member who has been required by competent orders to participate frequently and regularly in glider flights certifies that on account of the absence or inadequacy of glider equipment or towing aircraft or other means of propulsion, or on account of military operations of the particular command, such member was unable to perform the glider flights required by this section, such member may comply with the minimum flight requirements by performing four or more glider flights, without regard to duration thereof, during a period of 12 consecutive calendar months, and such requirements may be met at any time during such period.

(c) Members of reserve components of the uniformed services who have complied with the requirement prescribed in this section shall be entitled to receive incentive pay for both active-duty and inactive-duty training performed during such period.

SEC. 108. (a) As used in section 301(a) of title 37 of the United States Code, the term "duty involving parachute jumping as an essential part of military duty" shall be construed to mean duty performed by members who, under such regulations as the Secretary concerned may prescribe, have received a rating as a parachutist or parachute rigger, or are undergoing training for such a rating, and who are required by competent orders to engage in parachute jumping from an aircraft in aerial flight.

(b) Members required by competent orders to engage in parachute jumping shall be required to perform one or more parachute jumps from an airplane in flight during any three consecutive calendar months in order to be entitled to receive incentive pay for such period.

(c) Whenever, under authority conferred by the Secretary concerned, the commanding officer of any member who has been required by competent orders to participate in parachute jumping certifies that on account of the absence of jump equipment or aircraft or on account of military operations of the particular command such member was unable to make the jumps required by this subsection, such member may comply with the minimum requirements by performing four jumps during a period of 12 consecutive calendar months, and such requirements may be met at any time during such period.

(d) Members of reserve components of the uniformed services who have complied with the requirements prescribed in this section shall be entitled to receive incentive pay for both active-duty and inactive-duty training performed during such period.

SEC. 109. As used in section 301(a) of title 37 of the United States Code—

(a) The term "duty involving intimate contact with persons afflicted with leprosy" shall be construed to mean duty performed by any member who is assigned by competent orders to a leprosarium for the performance of duty for a period of 30 days or more or for a period of instruction, whether or not such leprosarium is under the jurisdiction of one of the uniformed services.

(b) The term "duty involving the demolition of explosives" shall be construed to mean duty performed by members who, pursuant to competent orders and as a primary duty assignment (1) demolish by the use of explosives underwater objects, obstacles, or explosives, or recover and render harmless, by disarming or demolition, explosives which have failed to function as intended or which have become a potential hazard; (2) participate as students or instructors in instructional training, including that in the field or fleet, for the duties described in clause (1) hereof, provided that live explosives are used in such training; (3) participate in proficiency training, including that in the field or fleet, for the maintenance of skill in the duties described in clause (1) hereof, provided that live explosives are used

in such training; or (4) experiment with or develop tools, equipment, or procedures for the demolition and rendering harmless of explosives, provided that live explosives are used.

(c) The term "duty inside a high- or low-pressure chamber" shall be construed to mean duty performed within pressure chambers at physiological facilities by members assigned to that duty.

(d) The term "duty as human acceleration or deceleration experimental subject" shall be construed to mean duty performed by members exposed as human acceleration or deceleration experimental subjects utilizing experimental acceleration or deceleration devices.

(e) The term "duty as human test subject in thermal stress experiments" shall be construed to mean duty performed by members exposed as human thermal experimental subjects in thermal stress experiments conducted under the supervision of any laboratory designated by the Secretary concerned.

SEC. 110. Any member who is required by competent orders to perform hazardous duty, or multiple hazardous duties, and who becomes injured or otherwise incapacitated as a result of the performance of any such hazardous duty, by aviation accident or otherwise, shall be deemed to have fulfilled all of the requirements for the performance of all hazardous duties which he is required by competent orders to perform, for a period not to exceed three months following the date as of which such incapacity is determined by the appropriate medical authority.

SEC. 111. Members required by competent orders to perform hazardous duty shall, upon compliance with the requirements of these regulations, be entitled to receive incentive pay during authorized leaves of absence.

SEC. 112. Under such regulations as the Secretary concerned may prescribe, a member who performs multiple hazardous duties under competent orders may be paid not more than two payments of incentive pay for a period of time during which he qualifies for more than one such payment. Dual payments of incentive pay shall be limited to those members who are required by competent orders to perform specific multiple hazardous duties in order to carry out their assigned missions.

SEC. 113. The Secretaries concerned are hereby authorized to prescribe such supplementary regulations not inconsistent herewith as they may deem necessary or desirable for carrying out these regulations, and such supplementary regulations shall be uniform for all the services to the fullest extent practicable.

PART II—SPECIAL PAY FOR SEA DUTY AND DUTY AT CERTAIN PLACES

SEC. 201. Enlisted members entitled to receive basic pay shall be entitled to receive, additionally, sea-duty pay while on sea duty as defined in section 202 hereof, the period of such duty to include the date of reporting and the date of detachment as stated in orders.

SEC. 202. (a) For additional-pay purposes, and except as otherwise provided in section 203 hereof, the term "sea duty" shall mean duty performed by enlisted members:

(1) While permanently assigned to a vessel, ship-based staff, or ship-based aviation unit pursuant to orders issued by competent authority, including—

(i) periods not in excess of 15 consecutive days each while on temporary additional duty ashore or while temporarily based ashore. (The term "temporarily based ashore" refers to a ship-based staff or a ship-based aviation unit that has been landed ashore with intent to return to a ship.)

(ii) periods during which messing or berthing facilities, or both, are temporarily out of operation to permit alterations or repairs.

(2) While in a vessel pursuant to orders to temporary additional duty or temporary duty on that vessel issued by competent authority although based or stationed ashore, but only when such duty is eight days or more in duration in each case.

(3) While in a vessel in an inactive duty status, special status, or in a non-self-propelled vessel, but only on days when such vessel is operating at sea for a period of eight days or more in each case.

(4) While permanently assigned, pursuant to orders issued by competent authority, to a commissioned landing-craft squadron or a commissioned motor-torpedo-boat squadron which is a tactical component of an operating fleet in an active status and the craft of which are equipped with berthing and messing facilities.

(5) While assigned to an artificial island (such as a Texas Tower) located on the outer Continental Shelf outside the territorial waters of the United States pursuant to orders issued by competent authority, including periods not in excess of 15 consecutive days each while on duty ashore or temporarily based ashore.

(6) While on an artificial island (such as a Texas Tower) located on the outer Continental Shelf outside the territorial waters of the United States pursuant to orders issued by competent authority although based or stationed ashore, but only when such duty is eight consecutive days or more in duration in each case.

(b) For the purposes of this section, and except as provided in subsection (a) (3) hereof, the word "vessel" or "ship" shall mean a self-propelled vessel in an active status, in commission or in service, and equipped with berthing and messing facilities.

SEC. 203. Except as provided in sections 202(a) (2), (3), (5), and (6) hereof, no enlisted member shall, for additional-pay purposes, be considered to be on sea duty:

(a) While on duty in a receiving ship or station ship.

(b) While on duty in a vessel which is in an inactive status.

(c) While on duty with an administrative or maintenance organization that is permanently based ashore.

SEC. 204. Enlisted members entitled to receive basic pay shall be entitled to receive, additionally, pay under the rates prescribed by section 305(a) of title 37 of the United States Code, while on duty at places that are outside the contiguous 48 States and the District of Columbia and that are designated for this purpose by the Secretary of Defense or, in the case of enlisted members of the Coast Guard when it is not operating as a service in the Navy, by the Secretary of the Treasury. Subject to the provisions of section 305 of title 37 of the United States Code, an enlisted member who is permanently assigned to duty at a place so designated is entitled to receive that pay during a period of authorized leave, temporary additional duty, temporary duty, or hospitalization, or while on an operational aircraft flight, but not for more than 30 days while he is away from that place.

SEC. 205. Unless otherwise entitled to special pay in accordance with the last sentence of section 204, hereof, during periods spent on temporary additional duty or temporary duty, or on operational aircraft flights, pay in accordance with section 204 shall accrue to enlisted members only for periods of eight continuous days or more in duration at places designated, including the dates of arrival at, and the dates of departure from, those places.

SEC. 206. Enlisted members shall not be entitled to additional pay under this order for duty which, under the provisions of supplementary regulations prescribed hereunder, does not constitute either sea duty or duty described in sections 204 and 205 hereof.

SEC. 207. No enlisted member shall be entitled under this order to receive both sea-duty pay and pay for duty described in sections 204 and 205 hereof for the same period of time; nor sea-duty pay and credit for basic allowance for subsistence for the same period of time except periods during which messing facilities are temporarily out of operation to permit alterations or repairs and periods during which the member is on leave beyond the contiguous 48 States and the District of Columbia.

SEC. 208. The Secretaries concerned (within the meaning of section 101(5) of title 37 of the United States Code), with respect to personnel of the uniformed services within their respective departments, are

hereby authorized to prescribe such supplementary regulations, not inconsistent herewith, as they may deem necessary or desirable for carrying out these regulations, and such supplementary regulations shall be uniform for all the services to the fullest extent practicable.

PART III—BASIC ALLOWANCES FOR SUBSISTENCE

SEC. 301. Enlisted members who are being subsisted in kind in a mess and whose duties require them to be absent from their station during one or more meals shall be entitled for each such meal to a pro-rated share of the daily basic allowance for subsistence authorized for members on duty at stations where rations in kind are not available. The Secretary of Defense, the Secretary of the Treasury, and the Secretary of Commerce are hereby authorized to establish the amount of the pro-rated share of the daily basic allowance for subsistence applicable to each one of the three daily meals, which amount shall be uniform for all the services concerned. The total of the amounts of the shares for the three daily meals shall not exceed the amount of the basic daily allowance for subsistence authorized by section 402 of title 37 of the United States Code.

SEC. 302. The Secretary of Defense, the Secretary of the Treasury, the Secretary of Commerce, and the Secretary of Health, Education, and Welfare with respect to the personnel of the uniformed services within their respective agencies, are hereby authorized, subject to the provisions of section 303 hereof, to prescribe such supplemental regulations, not inconsistent herewith, as they may deem necessary or desirable for carrying out the provisions of this part and of the said section 402 of title 37 of the United States Code: *Provided*, That such regulations shall be uniform so far as practicable for all the services concerned.

SEC. 303. As used in regulations prescribed pursuant to section 302 hereof, those terms of the said section 402 of title 37 of the United States Code which are quoted in the subsections of this section shall have the meaning or application stated with respect thereto:

(a) The term "entitled to receive basic pay" shall be considered applicable to members while they are on the active list or while they are required to perform duty in accordance with law for which they are entitled to basic pay: *Provided*, that such term shall not be applicable to any member while absent from duty under conditions which, under laws governing the particular service concerned, would prevent him from receiving full basic pay.

(b) The term "when rations in kind are not available" shall be considered applicable in the case of enlisted members on duty at stations where it is determined, in accordance with regulations prescribed pursuant to section 302 hereof, that it is impracticable for subsistence in kind to be furnished by the United States.

(c) The term "when permission to mess separately is granted" shall be considered applicable in the case of enlisted members on duty at stations or while sick in hospitals where a mess for subsisting enlisted members is available and when such enlisted members are authorized to subsist themselves independently. Such term shall also be considered applicable in the case of enlisted members during all periods of authorized leave, including periods of leave or delay while en route between duty stations.

(d) The term "when assigned to duty under emergency conditions where no messing facilities of the United States are available" shall be considered applicable in the case of enlisted members assigned to duty under conditions requiring extraordinary expenses for subsistence as determined in accordance with regulations prescribed pursuant to section 302 hereof.

(e) The term "being subsisted at the expense of the United States" shall be considered applicable to enlisted members who are subsisted in kind by the United States and to enlisted members while they are in a travel status and are entitled to a per-diem allowance in lieu of subsistence or to a mileage allowance.

PART IV—BASIC ALLOWANCES FOR QUARTERS

Sec. 401. As used in this part:

(a) The term "entitled to receive basic pay" shall apply to a member while on the active list or while required to perform duty in accordance with law for which he is entitled to basic pay: *Provided*, That such term shall not apply to any member while absent from duty under conditions which, under laws governing the particular service concerned, would prevent him from receiving full basic pay.

(b) The term "field duty" shall mean service by a member under orders with troops operating against an enemy, actual or potential, or service with troops on maneuvers, war games, field exercises, or similar types of operations.

(c) The term "sea duty" shall mean service performed by either officer or enlisted members under conditions for which "sea duty" pay is payable to enlisted members in accordance with section 305 of title 37 of the United States Code, and regulations issued thereunder.

(d) The term "permanent station" shall mean the place on shore where a member is assigned to duty, or the home yard or the home port of a ship in which a member is required to perform duty, under orders in each case which do not in terms provide for the termination thereof; and any station on shore or any receiving ship where a member is assigned and in fact occupies, with his dependents, if any, quarters under the jurisdiction of any of the uniformed services shall also be deemed during such occupancy to be his permanent station: *Provided*, That in the case of members of the National Guard, the Air National Guard or reserve components of any of the uniformed services on active duty for training, the place where the training duty is being performed shall be deemed to be the permanent station of such members for the purposes of these regulations.

Sec. 402. Except as otherwise by statute heretofore or hereafter provided, a member shall be entitled to payment of basic allowances for quarters, in accordance with these regulations and any regulations prescribed pursuant hereto, during such time or times as he is entitled to receive basic pay.

Sec. 403. Any quarters or housing facilities under the jurisdiction of any of the uniformed services in fact occupied without payment of rental charges (a) by a member and his dependents, or (b) at his permanent station by a member without dependents, or (c) by the dependents of a member on field duty or on sea duty or on duty at a station where adequate quarters are not available for his dependents, shall be deemed to have been assigned to such member as appropriate and adequate quarters, and no basic allowance for quarters shall accrue to such member under such circumstances unless the occupancy (i) occurs while such member is in a duty or leave status incident to a change of permanent station and is of a temporary nature under standards prescribed by regulations issued by the Secretary of Defense in the case of members of the Army, Navy, Air Force, or Marine Corps, and the reserve components thereof, or by the appropriate Secretary in the case of members of the other uniformed services, or (ii) occurs while such member is in a leave status not incident to a change of permanent station and does not exceed seven consecutive days at one location: *Provided*, That occupancy of quarters under such circumstances for a period in excess of such 7-day period or such other temporary period as may be authorized under standards prescribed by regulations issued by the Secretary concerned shall not result in a forfeiture of basic allowance for quarters for such 7-day or other authorized period: *Provided further*, That this paragraph shall not apply to occupancy of quarters as a guest of another member.

Sec. 404. When adequate quarters for his dependents are not available for assignment at his permanent station to a member with dependents, he may occupy quarters of the United States designated for members without dependents without affecting his right to receive payment of basic allowances for quarters, if permitted or required to occupy quarters at such station. Under such circumstances, a member may not occupy quarters of the United States which exceed the minimum standards for members of his grade without dependents, as

prescribed by the Secretary concerned, unless the only quarters available (a) exceed the minimum standards, and (b) are made available for joint occupancy with other members.

SEC. 405. A member away from his permanent station may occupy quarters of the United States designated for members without dependents at his temporary duty station without affecting his right to receive payment of basic allowances for quarters or assignment of quarters, if any, at his permanent station. Under such circumstances, a member may not occupy quarters of the United States which exceed the minimum standards for members of his grade without dependents, as prescribed by the Secretary concerned, unless the only quarters available (a) exceed the minimum standards, and (b) are made available for joint occupancy with other members.

SEC. 406. A member serving outside the United States, its territories, or possessions in a duty assignment which has official or diplomatic responsibilities involving officials of foreign governments may be assigned quarters in excess of the minimum standards set forth in sections 404 and 405 hereof, as prescribed by the Secretary concerned: *Provided*, That no such quarters shall be available on a continuous basis for single occupancy, if such quarters are otherwise adequate for assignment as family housing to members of similar rank.

SEC. 407. The Secretaries concerned (within the meaning of section 101(5) of title 37 of the United States Code), with respect to personnel of the uniformed services within their respective departments, are hereby authorized to prescribe such supplementary regulations not inconsistent herewith as they may deem necessary or desirable for carrying out these regulations, and such supplementary regulations shall be uniform for all the services to the fullest extent practicable.

SEC. 408. Unless the Secretary concerned, or his designee, determines that military operational conditions require otherwise, a commissioned officer without dependents who is in a pay grade above pay grade O-3 and who is assigned to quarters of the United States or a housing facility under the jurisdiction of a uniformed service, appropriate to his grade or rank and adequate for himself, may elect not to occupy those quarters and instead to receive the basic allowance for quarters prescribed for his pay grade by section 403 of title 37 of the United States Code.

PART V—GENERAL PROVISIONS

SEC. 501. For the purposes of these regulations, the terms defined in sections 101 and 401 of title 37 of the United States Code shall have the meanings prescribed therein.

SEC. 502. The following Executive orders are revoked:

- (a) Executive Order No. 10119 of March 27, 1950.
- (b) Executive Order No. 10152 of August 17, 1950.
- (c) Executive Order No. 10168 of October 11, 1950.
- (d) Executive Order No. 10204 of January 15, 1951.
- (e) Executive Order No. 10605 of April 22, 1955.
- (f) Executive Order No. 10618 of June 28, 1955.
- (g) Executive Order No. 10681 of October 22, 1956.
- (h) Executive Order No. 10739 of November 15, 1957.
- (i) Executive Order No. 10821 of May 20, 1959.
- (j) Executive Order No. 10892 of November 8, 1960.
- (k) Executive Order No. 10989 of January 22, 1962.
- (l) Executive Order No. 11120 of October 2, 1963.
- (m) Executive Order No. 11146 of March 13, 1964.

LYNDON B. JOHNSON

THE WHITE HOUSE,
June 22, 1964.

Executive Order 11158**DESIGNATING THE ATTORNEY GENERAL AS THE OFFICER AUTHORIZED
TO ADMINISTER THE PROVISIONS OF THE AUSTRIAN ASSETS AGREEMENT
OF JANUARY 30, 1959**

Under and by virtue of the authority vested in me by Article I of the Agreement entitled "Agreement Between the United States of America and the Republic of Austria Regarding the Return of Austrian Property, Rights and Interests," which was signed at Washington on January 30, 1959, and was ratified by the United States on March 4, 1964, pursuant to the advice and consent of the Senate of the United States on February 25, 1964, I hereby designate the Attorney General of the United States as the officer authorized to administer and give effect to the provisions of that Agreement.

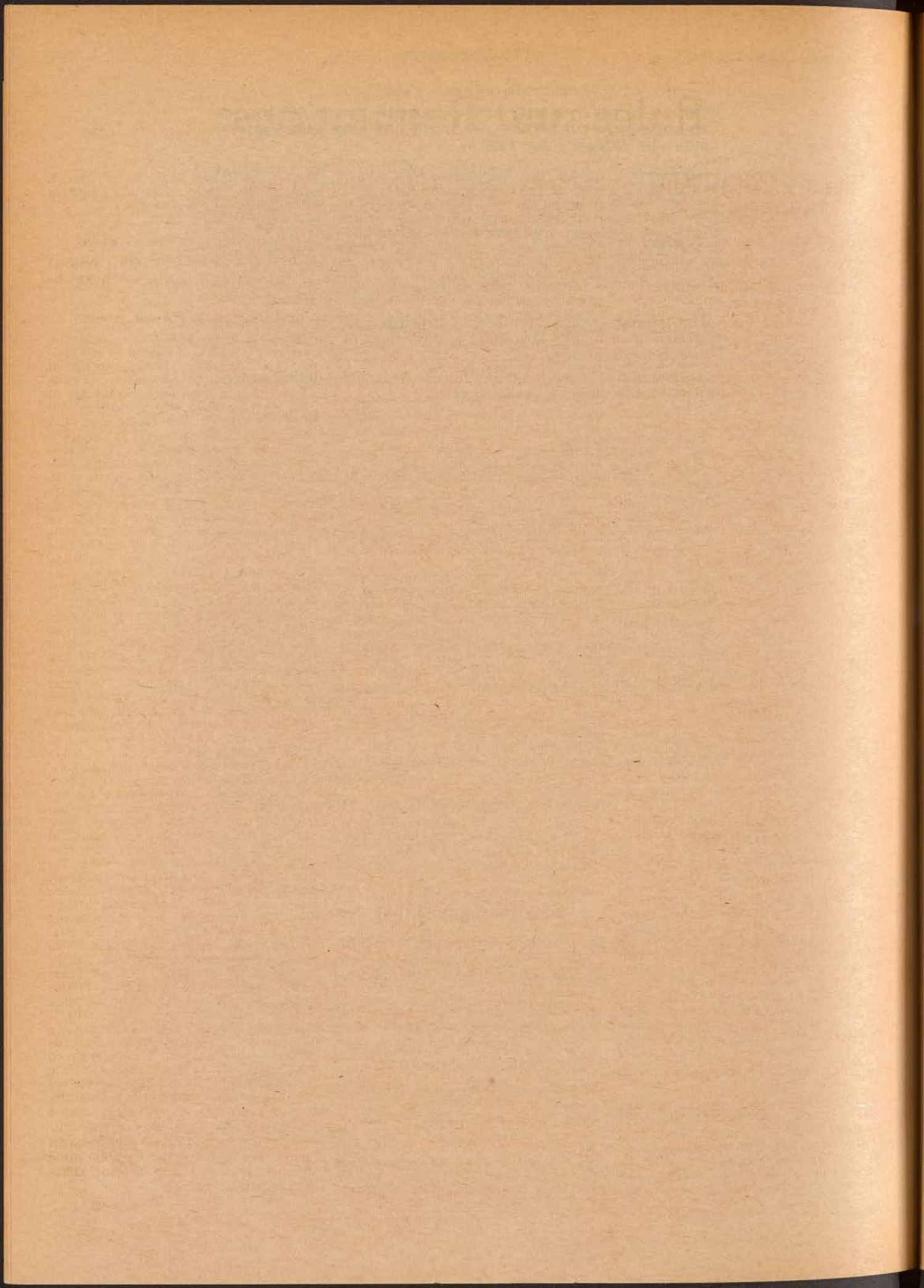
The Attorney General is authorized to delegate any of the functions conferred upon him by this order to any officer or employee of the Department of Justice.

As used in this order, the term "functions" includes duties, powers, responsibilities, authority, and discretion.

LYNDON B. JOHNSON

THE WHITE HOUSE,
June 22, 1964.

[F.R. Doc. 64-6330; Filed, June 23, 1964; 9:54 a.m.]



Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Federal Deposit Insurance Corporation

Section 213.3333 is amended to show that the position, Office Aide to the Chairman of the Board, is excepted under Schedule C. Effective upon publication in the FEDERAL REGISTER, paragraph (f) is added to § 213.3333 as set out below.

§ 213.3333 Federal Deposit Insurance Corporation.

(f) Office Aide to the Chairman of the Board.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 64-6277; Filed, June 23, 1964; 8:49 a.m.]

Title 6—AGRICULTURAL CREDIT

Chapter I—Farm Credit Administration

SUBCHAPTER D—FEDERAL INTERMEDIATE CREDIT BANKS AND PRODUCTION CREDIT ASSOCIATIONS

PART 50—PRODUCTION CREDIT ASSOCIATIONS

Subpart B—Investments and Dividends

Sections 50.201 and 50.211 of Title 6 of the Code of Federal Regulations are hereby amended to read as hereinafter set forth: § 50.201 as prescribed by the farm credit board of each district with the approval of the Farm Credit Administration pursuant to section 23 of the Farm Credit Act of 1933, as amended (12 U.S.C. 1131g); and § 50.211 as prescribed by the Governor of the Farm Credit Administration pursuant to section 20 of said Act, as amended (12 U.S.C. 1131d).

§ 50.201 Amount of investment and approved securities.

Each production credit association shall maintain investments in securities approved for that purpose by the Farm Credit Administration in an aggregate amount not less than 35 percent of its capital and surplus at the close of its fiscal year (after deducting from such cap-

ital and surplus an amount equal to the total of any capital stock held by the Governor and the class B stock in the Bank owned by the association), or such larger amount as may be prescribed or approved by the Bank. The following classes of obligations are approved for such investment:

(a) Bonds and other direct obligations of the United States.

(b) Consolidated Federal farm loan bonds and consolidated debentures of the banks for cooperatives.

(c) Soil and water conservation loans and farm ownership loans made under programs administered by the Farmers Home Administration, when payment thereof is guaranteed by the United States.

§ 50.211 Class A and class B stock.

Upon approval by the Bank, an association may pay dividends on its outstanding class A and class B stock, without preference, or on class A stock alone, at a rate not to exceed 7 percent per annum, when it has met all dividend requirements prescribed by the board of directors of the Bank, has retired all of its class A stock held by the Governor, and its surplus account (after payment of dividends) is in an amount at least equal to the minimum amount prescribed by the Bank: *Provided*, That, except with the approval of the Farm Credit Administration, no dividend may be paid on class B stock if the association's surplus account (after payment of dividends) would be in an amount less than 5 percent of the maximum amount of its outstanding loans during the most recent 3-year period.

(Sec. 6, 47 Stat. 14, as amended, secs. 20, 23, 60, 48 Stat. 259, 261, 266, as amended; 12 U.S.C. 665, 1131d, 1131g, 1138)

HAROLD T. MASON,
Acting Governor,
Farm Credit Administration.

[F.R. Doc. 64-6274; Filed, June 23, 1964; 8:49 a.m.]

Title 7—AGRICULTURE

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

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

[Amdt. 2]

PART 729—PEANUTS

Subpart—Allotment and Marketing Quota Regulations for Peanuts of the 1963 and Subsequent Crops

Correction

In F.R. Doc. 64-6097, appearing at page 7801 of the issue for Friday, June 19, 1964, the following correction is made in

the list for Texas, April 18 for Zone 3, under § 729.1435(b): The entry reading "Garya" should read "Garza".

SUBCHAPTER C—SPECIAL PROGRAMS

PART 777—PROCESSOR WHEAT MARKETING CERTIFICATE REGULATIONS

Miscellaneous Amendments

Basis and purpose. The following regulations are the second of two installments which implement requirements of the Agricultural Adjustment Act of 1938, as amended, by the Agricultural Act of 1964, and the Food and Agriculture Act of 1962. The Act provides, in part, that during any marketing year for which a wheat marketing allocation program is in effect, all persons engaged in the processing of wheat into food products shall, with certain exceptions, prior to marketing any such food products or removing such food products for sale or consumption, acquire domestic certificates equivalent to the number of bushels of wheat contained in such products. The Act also provides that upon the giving of a bond or other undertaking satisfactory to the Secretary of Agriculture to secure the purchase of and payment for such marketing certificates as may be required, and subject to such regulations as he may prescribe, any person required to have domestic certificates in order to market the food product may be permitted to market any such product without having first acquired domestic certificates. The first installment effective May 13, 1964, consisting of §§ 777.1 through 777.8 (29 F.R. 6271) contains definitions, provisions delegating responsibility for administration of these regulations, provisions as to the applicability of the requirements for acquisition and surrender of certificates, and requirements for registration of processing plants, issuance of transition certificates and refunds or credits for flour exports. This second installment provides requirements with regard to the time and manner of acquiring certificates, the making of reports on wheat processed into food products, and miscellaneous provisions. It also amends the first installment, among other things, to clarify the meaning of "food processor" and provide additional definitions. Since these requirements must be acted upon beginning July 1, 1964, it is essential that this installment be made effective as soon as possible. Accordingly, it is hereby found and determined that compliance with the notice, public procedure, and 30-day effective date requirements of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) is impracticable and contrary to the public interest and that this installment shall be effective upon filing this document with the Director, Office of the Federal Register.

1. Section 777.3 of the Processor Wheat Marketing Certificate Regulations is amended as follows:

Paragraph (f) is changed; paragraphs (l) and (o) are changed by the addition of the words "or his designee" at the end thereof; and new paragraphs (p) and (q) are added.

Paragraph (f), as amended, and new paragraphs (p) and (q) read as follows:

§ 777.3 Definitions.

(f) "Food processor" means any person who processes wheat into a food product, irrespective of whether or not his principal business activity is that of a food processor. An individual who processes wheat in his own home for family use in his home is not a food processor.

(p) "GR-262" means "Announcement GR-262, Terms and Conditions of Contracts for the Acquisition of CCC wheat for Export as Wheat Flour", under which wheat is acquired from CCC for exportation in the form of flour pursuant to a barter transaction, or Export Credit Announcement GSM-1, or any other program under which CCC offers wheat at competitive world prices for export in the form of flour.

(q) "GR-346" means the regulations with respect to the "CCC Flour Export Program—Cash Payment, GR-346" (25 F.R. 5816, as amended, 25 F.R. 9939, 25 F.R. 10758, 27 F.R. 1753, 27 F.R. 4863, 27 F.R. 10351, 29 F.R. 4667 and any further amendments thereto) under which export payments may be made on flour exports at announced payment rates.

2. Section 777.4(a) is amended to read as follows:

§ 777.4 Applicability of certificate requirements.

(a) *General.* Any food processor processing wheat into food products, as defined herein, in the United States on or after 12:01 a.m. local time, July 1, 1964, regardless of whether he has legal title to the wheat or the food product processed therefrom, shall for the wheat so processed acquire and surrender certificates to CCC at the time and in the manner hereinafter specified in these regulations. The cost of domestic certificates for the marketing year beginning July 1, 1964, shall be 70 cents per bushel except to the extent that the processor qualifies for transition certificates under § 777.6.

3. In § 777.6, paragraph (g) is amended and a new paragraph (i) is added. Paragraphs (g) and (i) read as follows:

§ 777.6 Transition.

(g) If any wheat included in the Beginning Inventory Transition Report is stored in a public warehouse or elevator and such warehouse or elevator does not have either a Uniform Grain Storage Agreement with CCC, or is not licensed under the U.S. Warehouse Act, the processor must obtain a certification by the

warehouseman that the warehouse receipts representing such wheat are outstanding, that he had on May 23, 1964, sufficient stocks of wheat of the particular class to cover his entire storage liability of such wheat, that he will maintain adequate stocks of the particular class of wheat to cover his storage liability so long as such warehouse receipts are outstanding, and that he will maintain accurate records of all wheat of the particular class received and withdrawn from storage during the period such warehouse receipts are outstanding. Such records shall be retained until July 1, 1966. Warehousemen shall furnish such certification upon request of food processors who establish ownership of outstanding warehouse receipts. Representatives of the U.S. Department of Agriculture may examine such warehouse records and the stocks of wheat in storage at any time during normal business hours of the warehousemen. Warehousemen who have a Uniform Grain Storage Agreement with CCC or are licensed under the U.S. Warehouse Act are obligated under such agreement or license to maintain adequate stocks of wheat to cover their storage liability and to maintain accurate records of wheat in storage.

(i) If, as a result of causes arising after May 23, 1964, beyond the control of a food processor and without his fault or negligence including but not limited to acts of God, acts of the government, fire, flood, explosion, quarantine, and strikes, a food processor is unable to effectuate the transition in the manner contemplated by these regulations and thereby suffers an undue hardship, he may apply to the Administrator for relief from the requirements of any provision in this Part. Such application shall be in writing and supported by documentary evidence necessary to substantiate the basis on which the application is made. If, in the judgment of the Administrator, relief from the requirements of such provision is justified under all the circumstances of the case, he may issue transition certificates in such amount, valid to cover wheat processed during such period, or take such other action to facilitate the transition as may be authorized by section 379g of the Act, as he determines appropriate to provide relief from the hardship. This authority may not be redelegated.

4. Section 777.7 is amended to read as follows:

§ 777.7 Refunds or credits for flour exports.

(a) *General.* The Agricultural Act of 1964 provides, "In order to expand international trade in wheat and wheat flour and promote equitable and stable prices therefor, the Commodity Credit Corporation shall upon the exportation from the United States of any wheat or wheat flour, make a refund to the exporter or allow him a credit against the amount payable by him for marketing certificates, in such amount as the Secretary determines will make United States wheat and wheat flour generally competitive in the world market, avoid disruption of world

market prices, and fulfill the international obligations of the United States." Refunds shall be made through export payments under GR-346. If the amount of the export payment under GR-346 exceeds the cost of the certificates for the flour, a part of the export payment equal to the cost of such certificates shall constitute the refund. If the amount of the export payment does not exceed the cost of the certificates, the entire amount of the payment shall constitute the refund.

(b) *Exports under GR-262.* In the case of wheat acquired from CCC under GR-262 at competitive world prices for export in the form of flour, the exporter will be allowed a credit in the amount of the full cost of certificates required to be acquired and surrendered to CCC for the flour exported in fulfillment of the exporter's obligations under GR-262, or certificates for such amount will be issued to the exporter. When wheat is acquired from CCC under GR-262, CCC will establish a credit or issue certificates in such amount in the exporter's favor which may be transferred to the processor from whom the flour to be exported is acquired. If the exporter does not make exportation as required under GR-262, he shall pay to CCC promptly on demand the amount of the credit or the face value of the certificates applicable to the flour not so exported, together with interest at the rate of 6 percent per annum from the date such credit was established.

(c) *Exports of food products other than flour.* No refunds shall be made or credits allowed against the amount payable for certificates on the wheat used in processing any food products, other than flour as defined in § 777.3(d), which are exported.

5. Part 777, Appendix I is amended as follows:

(a) Subparagraph 1 A is changed so that it reads prior to the certification as follows:

A. List on Form CCC-152-1 stocks of wheat owned by the processor and stored in public elevators on midnight May 23, 1964. Prepare a separate form for each elevator. (Do not include stocks of wheat stored in a public elevator at the processing plant location servicing the processing plant.) Include only stocks of wheat received in the elevator on or before May 23, 1964, and assigned for use in the processing plant. Do not include wheat removed from elevators on or before May 23, 1964. Enter name and address of elevator and UGSA code or U.S. Warehouse Act License Number, warehouse receipt number, name of person to whom issued, and net bushels. If the wheat is stored in an elevator owned by the processor and a warehouse receipt has not been issued, enter "unreceived" in the space provided for warehouse receipt number. If any wheat is stored in a public elevator which does not have a Uniform Grain Storage Agreement or is not licensed under the U.S. Warehouse Act, obtain the following warehouseman's certification on each such form:

(b) Subparagraph 1 C is amended by changing the fifth sentence to read as follows:

The quantity of such wheat shall be determined by weigh-up or by accurate measurement of the wheat stored in bin or tanks less the storage liability for any wheat stored

for others and less any 1964 crop wheat owned by the processor and stored at the processing plant location.

(c) Subparagraph 2 D is changed to read as follows:

D. Enter in Item B 1 the total bushels shown in Item 3 of Form CCC-152, prepared as of May 23, 1964, plus the quantity of any 1964 crop wheat which was owned by the processor and was stored as of May 23, 1964, in the elevator which services the processing plant and in the processing plant. Show in a footnote to the report the quantity of 1964 crop wheat included in Item B 1.

(d) Subparagraph 2 G is changed to read as follows:

List on Form CCC-152-3 stocks of owned wheat stored in the elevator at the processing plant location which services the processing plant, and in the processing plant as of June 30, 1964. Determine the quantities of wheat as of June 30, 1964, in the same manner as provided in subparagraph 1 C of this instruction for the report as of May 23, 1964, except that there shall be included any 1964 crop wheat owned by the processor as of June 30, 1964, and stored in such elevator and processing plant. Enter in Item B 4 of Form CCC-153, the total net bushels so obtained and shown on Form CCC-152-3. Subtract the sum of the net bushels shown in Items B 3 and B 4 from the sum of the net bushels shown in Items B 1 and B 2 and enter the result in Items B 5 and A 5.

6. The Processor Wheat Marketing Certificate Regulations are amended by the addition of the following new sections:

§ 777.9 Semi-processed wheat.

Any food processor who processes wheat into cracked, ground, crushed, rolled or other similarly processed wheat as may be designated in § 777.3(b)(1) (v) shall not market or remove such processed wheat for sale or consumption without acquiring certificates and surrendering certificates to CCC as provided in these regulations, unless the total product of the wheat processed is used in or marketed as a non-food product. Any person who acquires and further processes cracked, ground, crushed, rolled or similarly processed wheat into a food product (including by mixing with a food product or packaging for marketing as a food product) shall be considered a food processor except as otherwise provided in § 777.3(f). Such person shall acquire and surrender certificates and make reports as required by the regulations of this part on the cracked, ground, crushed, rolled or other similarly processed wheat used in the processing of the food product, unless prior to marketing the food product, or removing it for sale or consumption, he has obtained a certification from the person who produced the cracked, ground, crushed, rolled or similarly processed wheat that he has or will acquire and surrender certificates as required by these regulations. The person processing the cracked, ground, crushed, rolled or other similarly processed wheat into a food product shall maintain records of the quantities thereof processed into food products as required by § 777.15 and shall retain any certifications obtained by him under the foregoing provisions of this section for a period of three years.

§ 777.10 Wheat Marketing Certificate (Domestic).

(a) *Description.* Wheat Marketing Certificates (Domestic), herein called "domestic certificates" or "certificates," shall be represented by Form CCC-145, Wheat Marketing Certificate (Domestic) issued by CCC, or a certificate credit established by CCC in favor of a food processor for certificates purchased from CCC pursuant to these regulations. Form CCC-145 is a serially numbered form entitled "1964 Wheat Marketing Certificate." A Form CCC-145 domestic certificate will be identified as "domestic," will show date of issuance, bushel quantity, face value and name and address of person to whom issued; and will bear the signature of a representative of CCC authorized to sign certificates.

(b) *Sale by CCC.* CCC will sell certificates to food processors and others who offer to purchase certificates from CCC and who pay to CCC the face value of the certificates plus such interest as may be required by the regulations of this part. Offers to purchase certificates and payment therefor may be made at the Kansas City Commodity Office or may be made by deposit of funds to the credit of CCC at the Kansas City Federal Reserve Bank. If certificates are being purchased for wheat processed in a specific processing report period as provided in § 777.12, the food processor shall identify in his offer the processing report period to which the certificates are to be applied by indicating the beginning and ending report period dates and the processor number. Payment for certificates shall be deemed to have been made when payment is received at the Kansas City Commodity Office or the Kansas City Federal Reserve Bank, except that if payment is by mail and a date appears on the postmark, payment shall be deemed to have been made on the date which appears on the postmark. Form CCC-145 will be issued for certificates sold by CCC, except that in any case where certificates are purchased for wheat processed in a specific processing report period, CCC will establish a credit in favor of the food processor for the amount of the certificates purchased in lieu of issuing Form CCC-145.

(c) *Negotiability.* Form CCC-145 certificates may be transferred to any person by endorsement and delivery. A person acquiring certificates by transfer may surrender them to CCC to cover wheat processed into food products or may sell them to CCC.

(d) *Surrender of certificates to CCC.* Food processors shall discharge their obligation to surrender certificates to CCC by endorsing Form CCC-145 certificates and delivering them to CCC at the Kansas City Commodity Office or by making payment to CCC for certificates required for wheat processed into food products in a specific processing report period. Surrender of certificates to CCC shall be deemed to have been made at the time when payment is made for certificates purchased or at the time delivery of Form CCC-145 certificates is made at the Kansas City Commodity Office. If Form CCC-145 certificates are received in the Kansas City Com-

modity Office by mail and a date appears on the postmark, delivery shall be deemed to have been made on the date which appears on the postmark. Certificates will be deemed to be cancelled by CCC upon their surrender to CCC.

(e) *Balance certificates.* If Form CCC-145 certificates delivered to the Kansas City Commodity Office have a face value in excess of the value of certificates required to be surrendered, CCC will issue Form CCC-145 certificates to the food processor for the unused balance.

(f) *Purchase by CCC.* Any valid Form CCC-145 certificates legally held by any person will be purchased by CCC at face value if presented for purchase to the Kansas City Commodity Office.

§ 777.11 Time and manner of acquiring and surrendering certificates.

(a) *General.* Food processors shall acquire certificates and surrender certificates to CCC as provided in paragraphs (b) and (c) of this section and in the manner specified in § 777.10. The number of certificates acquired by the food processor and surrendered to CCC shall be equivalent to the number of bushels of wheat used in processing the food products for which certificates must be acquired and surrendered. Such quantity of wheat shall be determined and reported to CCC as provided in §§ 777.12 to 777.14 on the basis of the weight of wheat used in processing the food products or by application of conversion factors to the weight of food products obtained in the processing operation.

(b) *Undertaking to secure purchase and payment.* Any food processor may market a food product or remove a food product for sale or consumption without first having acquired and surrendered certificates if he enters into the undertaking with CCC provided in this paragraph and complies with such undertaking. The undertaking shall be entered into by filing with the Kansas City Commodity Office a properly executed "Food Processor Certificate Undertaking," Form CCC-147. The Undertaking shall apply to wheat processed into food products in each plant specified in Form CCC-147 beginning with the first day of the processing report period as determined under § 777.12 in which the Undertaking was received by the Commodity Office. By filing Form CCC-147 with the Commodity Office, the food processor agrees, in consideration of the right to market food products and to remove food products for sale or consumption without having first acquired and surrendered certificates as follows:

(1) He will acquire certificates from CCC and surrender the certificates for the wheat processed into food products, as required under the regulations of this part on or before the 45th calendar day after the close of the processing report period during which the wheat was processed or such later date as may be approved by the Administrator for good cause shown by the food processor.

(2) If certificates are acquired and surrendered to CCC later than the 15th calendar day after the close of the proc-

essing report period during which the wheat was processed, the cost of certificates acquired from CCC will be the face value of the certificates plus interest at the rate of six percent per annum from the date of the close of the processing report period until the date of surrender of the certificates.

(3) If requested by the Administrator, the food processor will furnish a bond or letter of credit in such form and amount and within such period as may be specified by the Administrator to secure the food processor's obligations hereunder.

(4) The food processor's right to market food products and to remove food products for sale or consumption without first having acquired and surrendered certificates is conditioned on his complying with his obligations under the foregoing provisions of this undertaking. If the food processor breaches his undertaking, his right to market food products and to remove food products for sale or consumption without first acquiring and surrendering certificates shall be deemed terminated as of the first day of the reporting period with respect to which the breach occurred.

(c) *Purchase of certificates in absence of undertaking.* (1) Except as provided in paragraph (b) of this section, the food processor must acquire certificates and surrender such certificates to CCC on or before the 15th calendar day after the end of the processing report period, or such later date as may be approved in writing by the Administrator for good cause shown, for all food products sold and removed for sale or consumption from the processing plant, covered by the processing report, during the processing report period. The cost of certificates acquired from CCC shall be as provided in subparagraphs (2), (3), and (4) of this paragraph.

(2) The food processor may acquire certificates from CCC at face value to the extent that he acquires and surrenders certificates not later than the first day of each processing report period (as determined under § 777.12) to cover the estimated quantity of wheat to be used in the processing of food products during the first half of the report period. In addition, the food processor may acquire certificates from CCC at face value to the extent he acquires and surrenders certificates not later than the first day of the second half of each processing report period to cover the estimated quantity of wheat to be used in the processing of food products during the second half of the report period. If the quantity of wheat estimated to be used in the processing of food products during the processing report period was underestimated, additional certificates may be acquired from CCC at face value if acquired and surrendered to CCC on or before the last day of the report period.

(3) If the certificates acquired and surrendered as provided in subparagraph (2) of this paragraph are equal to 90 percent or more of the certificates required to cover the wheat used in processing food products during the report period, any additional certificates may be acquired from CCC at face value if acquired and surrendered to CCC not

later than the 15th calendar day after the end of the processing report period, or such later date as may be approved in writing by the Administrator for good cause shown. The cost of any certificates purchased from CCC after such date to cover wheat used in processing the food products during the report period will be the face value thereof plus interest at six percent per annum from the ending date of the report period until the date of surrender of the certificates.

(4) If the certificates acquired and surrendered to CCC by the food processor as provided in subparagraph (2) of this paragraph are less than 90 percent of the certificates required to cover the wheat used in processing food products during the processing report period or if the food processor does not acquire and surrender certificates as provided in subparagraph (2) of this paragraph, the cost of any certificates purchased from CCC subsequent to the last day of the processing report period to cover the wheat used in processing food products during the processing report period will be the face value of the certificates plus interest at six percent per annum from the first day of the report period until the date of surrender of the certificates.

(d) *Wheat acquired from CCC for export as flour under GR-262.* The processor of any food products exported in fulfillment of an exporter's obligation to export under GR-262, shall surrender certificates to CCC on such food products as provided in the foregoing paragraphs of this section. A credit will be allowed or certificates issued to the exporter in the manner provided in § 777.7 for the full cost of certificates required to be acquired and surrendered to CCC on such flour.

§ 777.12 Food processing reports.

(a) *General.* Processing reports shall be submitted to the Kansas City Commodity Office by each food processor as defined in § 777.3(f). Descriptions of the processing reports are set forth in §§ 777.13 and 777.14 and detailed instructions are provided in Appendices II and III.

(b) *Processing report period.* (1) The period of processing operations which a processing report shall cover shall be one of the following:

- (i) Each calendar month.
- (ii) 4 or 5 week periods in combination.
- (iii) Each 4 weeks.

(2) The food processor shall report to the Kansas City Commodity Office the processing report periods which he proposes using, by listing specific report periods ending dates for the entire marketing year. The list shall be submitted with Form CCC-147, "Food Processor Certificate Undertaking," if such an undertaking is made, otherwise, with the first processing report. If such list is not submitted, the food processor shall report on a calendar month basis.

(3) Once a processing report period has been established, it shall not be changed except with the approval of the Administrator in writing for good cause shown.

(4) The first report shall cover the period beginning 12:01 a.m., July 1, 1964.

If a food processor elects to use a processing report period other than the calendar month, the first report period shall end at such time short of 5 weeks as will make the second report coincide with the plant's established 4 or 5 week reporting period. The last report period for the marketing year shall cover the period ending with the close of business June 30, 1965. If the first or last report period is less than seven days, such period need not be reported separately but may be included in the report for the first or last full 4 or 5 week period as applicable.

(5) If August 31, 1964 is not designated as a processing report period ending date and the processor is still eligible to acquire additional transition certificates which he wishes to acquire for use during the report period in which August 31, 1964 falls, he must submit an additional processing report as of August 31, 1964, or as of a date prior to August 31, 1964, at the election of the processor for the portion of the period in which he wishes to use the transition certificates.

(c) *Date of submittal.* The processing report shall be submitted not later than 15 days after the close of the processing report period (or such later date as may be approved by the Administrator for good cause shown by the food processor.) If the report is mailed and a date appears on the postmark, the report shall be deemed to have been submitted on the date shown on the postmark.

(d) *Basis of reporting.* The weight of wheat basis of reporting prescribed in § 777.13 shall be used except that if conversion factors are provided in § 777.14 for all the food products processed in the plant (or approved combination of plants as provided in paragraph (e) of this section) covered by the report, the food processor may elect to use the food product conversion factor basis prescribed in § 777.14. The basis of reporting used in a food processor's first report, i.e., weight of wheat or conversion factor basis shall be deemed to constitute his election to use such basis for the entire marketing year, and all subsequent reports shall be on such basis, unless the Administrator for good cause, approves a change of the basis of reporting.

(e) *Plant or plants.* Separate processing reports shall be submitted for each plant in which any wheat is processed into a food product, for each processing report period, with the exception that a food processor may apply to the Director in advance for approval of a combination of two or more plants or a division of the plant. Such approval will be given if such change better suits the inventory, operating or records systems applicable to such plants and if the change does not impair verification of quantities processed. If such approval is given, the combination of plants will be assigned a new subnumber in the Director's notification of approval.

(f) *Number of report periods for which submitted.* A processing report shall be submitted for each report period beginning July 1, 1964, regardless of whether there was any wheat processed in the processing plant during the period.

(g) *Corrected processing reports.* If it is found that an incorrect processing report has been submitted to the commodity office, the food processor shall promptly prepare and submit a corrected processing report with the applicable beginning and ending dates for the period involved indicated thereon. Such report shall be identified as a "Corrected Report" and transmitted with a letter of explanation. If the processor is entitled to a certificate refund, he shall indicate whether the amount of the refund should be paid to him or held for application to a subsequent report. If additional certificates are required, and such certificates are surrendered to CCC later than the 15th calendar day after the close of the processing report period in which the wheat was processed into the food products, the cost of any certificates acquired from CCC shall be the face value thereof plus interest at the rate of six percent per annum from the date of the close of the processing report period until the date of surrender of the certificates. Any food processor, who has made an incorrect processing report, corrected such report as provided in this section, and surrendered any additional certificates due with the corrected report, will not be subject to the forfeitures referred to in § 777.8 to the extent that the Administrator determines that the error in the report was due to an honest mistake and was not intentional or the result of gross negligence.

§ 777.13 *Weight of wheat basis of reporting.*

(a) Food processors reporting the quantity of wheat processed into food products on the basis of the weight of wheat processed, shall complete Form CCC 160, Processing Report-Weight of Wheat Basis, for each reporting period in accordance with detailed instructions set forth in Appendix II of this part. Determinations of the weight of wheat processed into food products shall be made in the manner prescribed in Appendix II. No deductions may be made for any by-products of a food product obtained in the processing of the wheat.

§ 777.14 *Conversion factor basis of reporting.*

(a) *Report form.* Food processors reporting the quantity of wheat processed into food products on the basis of the application of conversion factors to the weight of food products obtained in the processing operation (herein called "food product conversion factor basis") shall complete Form CCC-159, Processing Report-Conversion Factor Basis, for each reporting period.

(b) *Additional ingredients.* If the food product conversion factor basis of reporting is used to determine the quantity of wheat processed, such quantity may be reduced by the weight of any additional ingredient introduced during the course of processing "Additional ingredient" for purposes of this paragraph means:

(1) Any flour and other food products, including clears and malted wheat flour which were produced prior to July 1, 1964, or for which certificates have previously been acquired and surrendered

to CCC by the processor or for which certificates are required to be acquired and surrendered to CCC by another food processor from which the food product was purchased.

(2) Any non-wheat ingredient.

(c) *Conversion factors.* For purposes of this section, the wheat equivalent of each food product named in column A shall be the number of bushels prescribed as the conversion factor for such product in column B.

A—Food product	B—Bushels of wheat-equivalent per 100 pounds of product (conversion factor)
Whole Wheat Flour or Graham Flour	1.700
Flour (including clears) derived from conventional milling practices which are generally accepted in the milling industry in the United States as representing a 72 percent extraction operation	2.283
Malted Wheat Flour	2.283
Semolina	2.283
Farina	2.283
Bulgur	1.916
Rolled Wheat	1.916

(d) *Other conversion factors.* (1) There shall be no conversion factors other than those prescribed in paragraph (c) of this section, except that any food processor may petition the Administrator to establish in the regulations a conversion factor for any additional food product or flour of other rates of extraction.

(2) Any person who wishes to petition for the establishment of a conversion factor for food products other than flour shall submit to the Administrator:

(i) The name and a detailed description of the food product, and

(ii) The conversion factor which is considered to be applicable. (Such factor is to be based upon the quantity of wheat, prior to cleaning, that is required to produce 100 pounds of the particular food product), and

(iii) Evidence to substantiate the recommended conversion factor.

(3) Any person who wishes to petition for the establishment of a conversion factor for flour of other rates of extraction shall submit to the Administrator the rate of extraction for which he desires the establishment of a conversion factor, and a statement to the effect that he mills flour of such rate of extraction.

(e) *Preparation of the report.* Instructions for the preparation of Forms CCC-159 are contained in Appendix III of this part.

§ 777.15 *Records.*

Food processors shall establish and maintain for each processing plant or approved combination of plants accurate records and documents which are necessary (a) to determine the total quantity of wheat processed into food products based upon the weight of wheat used in processing food products as provided in § 777.13 and Appendix II or based upon the application of conversion factors to the weight of food products obtained in the processing operation as provided in § 777.14 and Appendix III, whichever is applicable and (b) to support all reports thereof made to the Kansas City Commodity Office. A food processor shall

establish and maintain accurate records of all sales of food products and removals of food products for sale and consumption from the processing plant unless he elects to have all wheat processed during each reporting period considered as having been sold or removed for sale or consumption during such reporting period. The food processor's failure to maintain such records shall constitute his election to have wheat processed during each reporting period considered as having been sold or removed for sale or consumption during such reporting period. Representatives of the U.S. Department of Agriculture may examine the foregoing records and documents and the stocks of wheat and food products in storage or in the processing plant at any time during normal business or working hours. All such records shall be retained for a period of three years.

§ 777.16 *Casualty losses.*

CCC shall make a refund to the food processor or allow him a credit against the amount payable for certificates to the extent of the value of certificates acquired and surrendered to CCC on any food products which the food processor establishes to the satisfaction of the Administrator was destroyed or rendered unmarketable for use as a food product as a result of a fire, casualty, or act of God prior to sale or removal for sale or consumption.

§ 777.17 *Payments in dispute.*

The making of a payment to CCC for certificates, or the surrender of certificates to CCC by a food processor, or the making of an undertaking by the processor pursuant to § 777.11, shall not deprive the food processor of any right which he might otherwise have to assert a claim in the event of a dispute as to the number of certificates, if any, required to be acquired and surrendered by him to CCC or as to the refunds or credits against the cost of certificates to which he or the exporter of flour is entitled on flour exported.

(Secs. 379a to 379j, 52 Stat. 31, as amended by 76 Stat. 626 and 78 Stat. 178; 7 U.S.C. 1379a to 1379j)

The record keeping and reporting requirements of these regulations have been approved by, and subsequent record keeping and reporting requirements will be subject to the approval of the Bureau of the Budget in accordance with Federal Reports Act of 1942.

Effective date: Date of filing with the Director, Office of the Federal Register.

Signed at Washington, D.C., on June 19, 1964.

ORVILLE L. FREEMAN,
Secretary.

APPENDIX II—PROCESSOR WHEAT MARKETING CERTIFICATE REGULATIONS

INSTRUCTIONS FOR THE PREPARATION OF PROCESSING REPORT—WEIGHT OF WHEAT BASIS

Food Processors reporting on the weight of the wheat basis shall submit an original and one copy of Processing Report—Weight of Wheat Basis, Form CCC-160, to the Kansas City Commodity Office at the time set forth in Section 777.12. Retain a copy in your files. Prepare the report as follows:

RULES AND REGULATIONS

(1) Enter in Item 1 the processor's name and address.

(2) Enter in Item 2 the processor number.

(3) Enter in Item 3 the processing report period beginning and ending dates.

(4) Enter in Item 4A the inventory of wheat at the processing plant location as of the beginning of the reporting period, including all stocks of wheat (including stocks stored for others), which remains in its whole form and has not been pearled, boiled, steeped, or commercially sprouted, in any elevator operated by the processor at the processing plant location servicing the processing plant and in the plant. Except as of July 1, 1964, use the ending inventory from the previous report. As of July 1, 1964, the quantity of such wheat shall be determined by weighup or by accurate measurement of the wheat stored. Deduct from the uncleaned quantity included in the beginning inventory, any officially determined dockage contained in the equivalent quantity of the last received wheat. If the last received equivalent quantity includes any wheat received on a gross weight basis on which no official dockage determination was made, but the dockage content was unofficially determined in accordance with usually accepted testing methods, the unofficial dockage (rounded down to the nearest half percent) may be deducted from the quantity so received.

(5) Enter in Item 4B the weight of all wheat received in any elevator operated by the processor at the processing plant location servicing the processing plant or in the processing plant (including stocks owned by others) during the reporting period. Such quantity shall be the gross weight received less any officially determined dockage. If any wheat is received on a gross weight basis and no official dockage determination was made, but the dockage content is unofficially determined in accordance with usually accepted testing methods, the unofficial dockage (rounded down to the nearest half percent) may be deducted from such quantity.

(6) Enter in Item 4C the total of Items 4A and 4B.

(7) Enter in Item 5A the quantity of wheat processed into food products on which the farm use exemption set forth in Section 777.4(b) applies. Enter the actual quantity processed into the food product delivered or the quantity of wheat obtained by applying the conversion factor provided in Section 777.14 to the quantity of food product delivered. Such quantity must be supported by Forms CCC-148 executed by the persons to whom the food product was delivered.

(8) Enter in Item 5B the quantity of wheat processed in bond during the period for which an exemption is claimed under Section 777.4(b). Submit with the report in which such an exemption is claimed authenticated copies of Customs Form 7521 evidencing the entry of the wheat into a bonded manufacturing warehouse and of Customs Form 7521 evidencing the withdrawal from customs bond for export of the food product manufactured from such wheat. If the food product has not been withdrawn from customs bond at the time of claiming the exemption, forward, to the Kansas City Commodity Office, the copy of Customs Form 7521 when the food product is withdrawn from bond for export.

(9) Enter in Item 5C the quantity of wheat custom or toll processed for CCC during the period. Obtain the quantity of wheat by applying the conversion factor specified in the processing contract with CCC to the quantity of food products produced.

(10) Enter in Item 5D the quantity of wheat processed into non-food products during the period (see Section 777.3(c)). Such quantity shall be the gross weight less any officially determined dockage. If any wheat is processed into non-food products and no

official dockage determination was made and if the food processor reduces the quantity of wheat received for unofficially determined dockage, the dockage for which the reduction is made must be determined in accordance with usually accepted testing methods and rounded down to the nearest half percent. Do not include the weight of any by-product of food products or the weight of any screenings or other residue from cleaning the wheat used or to be used by the food processor for processing into food products.

(11) Enter in Item 5E the weight of all wheat removed from any elevator operated by the processor at the processing plant location servicing the processing plant or from the processing plant for shipment, sale, delivery to the owner or other dispositions as wheat, including transfers to other plants. Such quantity shall be the gross weight of the wheat removed less any officially determined dockage, the dockage for which the reduction official dockage determination made, and if the food processor reduces the quantity of wheat received for unofficially determined dockage, the dockage for which the reduction is made must be determined in accordance with usually accepted testing methods and rounded down to the nearest half percent. Also include in Item 5E the quantity of any wheat destroyed. Do not include the weight of any byproducts of food products or the weight of any screenings or other residue from cleaning wheat used or to be used by the food processor for processing into food products.

(12) Enter in Item 5F the quantity of shrinkage, if any, applicable to the weight of wheat received at the processing plant location during the reporting period (Item 4B). Such shrinkage quantity shall not exceed $\frac{3}{5}$ of 1 percent of the quantity entered in Item 4B. Any shrinkage deducted in excess of $\frac{1}{2}$ of 1 percent must be based on the most recent representative experience for which the processor has records reflecting his average shrinkage per bushel of wheat received. Shrinkage resulting from artificial drying, cleaning or screening of wheat is not eligible for deduction as shrinkage.

(13) Enter in Item 5G the inventory of wheat as of the end of the reporting period, including all stocks of wheat in any elevator operated by the processor at the processing plant location servicing the processing plant and in the processing plant (including stocks stored for others) which remains in its whole form and has not been pearled, boiled, steeped, or commercially sprouted. If accurate book inventory records of wheat are maintained, such book inventory quantities may be used except as of June 30, 1965. If accurate book inventory records are not maintained, follow the instructions applicable to June 30, 1965. As of June 30, 1965, the quantity of such wheat shall be determined by weighup or by accurate measurement of the wheat stored. Deduct from the uncleaned quantity included in the ending inventory, any officially determined dockage contained in the equivalent quantity of the last received wheat. If the last received equivalent quantity includes any wheat received on a gross weight basis and no official dockage determination was made, but the dockage content was unofficially determined in accordance with usually accepted testing methods, the unofficial dockage (rounded down to the nearest half percent) shall be deducted from the quantity so received.

(14) Enter in Item 5H the total of Items 5A through 5G.

(15) Enter in Item 6 the result obtained by deducting the quantity shown in Item 5H from the quantity shown in Item 4C.

(16) Enter in Item 7D the face value of wheat marketing certificates (domestic) required. Obtain the amount by multiplying the quantity shown in Item 6 times \$0.70 (or \$0.18 to the extent the processor is eligible for transition certificates). Show in a footnote to the report the quantity com-

puted at \$0.18 per bushel for transition certificates.

(17) Enter in Item 7A the amount of certificates enclosed. Also enter the certificate serial numbers.

(18) Enter in Item 7B the amount of remittance enclosed.

(19) Enter in Item 7C the amount of certificates previously surrendered to CCC for the specific processing report period and the date of surrender.

(20) The certification shall be executed by an authorized official of the food processor. Also enter the title of the official and the date in the spaces provided.

APPENDIX III—PROCESSOR WHEAT MARKETING CERTIFICATE REGULATIONS

INSTRUCTIONS FOR THE PREPARATION OF THE PROCESSING REPORT—CONVERSION FACTOR BASIS

Food processors reporting on a food product conversion factor basis shall submit an original and one copy of the Processing Report—Conversion Factor Basis, Form CCC-159 to the Kansas City Commodity Office at the time set forth in Section 777.12. Retain a copy in your files. Prepare the report as follows:

(1) Enter in Item 1 the processor's name and address.

(2) Enter in Item 2 the processor number.

(3) Enter in Item 3 the processing report period beginning and ending dates.

(4) Enter in Item 4 the names of the respective food products processed in the plant during the reporting period, if the names of these products are not pre-printed on the form.

(5) Enter in Item 5 for each food product processed during the reporting period the total quantity in hundredweights which was processed.

(6) Enter in Item 6A the hundredweight of food product processed on which the farm-use exemption set forth in Section 777.4(b) applies. Such weight must be supported by Forms CCC-148 executed by the person to whom the food product was delivered.

(7) Enter in Item 6B the hundredweight of the food product processed in bond during the period for which an exemption is claimed under § 777.4(b)(2). Submit with the report in which such an exemption is claimed authenticated copies of Customs Form 7521 evidencing the entry of the wheat into the bonded manufacturing warehouse, and of Customs Form 7521 evidencing the withdrawal from customs bond for export of the food product manufactured from such wheat. If the food product has not been withdrawn from customs bond at the time of claiming the exemption, forward, to the commodity office, the copy of Customs Form 7521 when the food product is withdrawn from bond for export.

(8) Enter in Item 6C the hundredweight of the food product custom or toll processed for CCC during the period.

(9) If the weight of any additional ingredient set forth in paragraph (b) of Section 777.14 is included in the weights entered in Item 5, enter in Item 6D such total weight minus the total weight of any such ingredients included in the weights entered in A, B, and C of this Item 6. The food processor must maintain records on an individual additional ingredient basis which substantiate any entry in this Item 6D.

(10) Enter in Item 6E the total of Items 6A, B, C, and D.

(11) Enter in Item 7A the difference between Item 5 and 6E.

(12) Enter in Item 7B the applicable conversion factor from Section 777.14.

(13) Enter in Item 7C the result of Item 7A times Item 7B.

(14) Enter the total of Item 7 in the space provided.

(15) Enter in Item 8 any applicable remarks.

(16) Enter in Item 9D the face value of wheat marketing certificates (domestic) required. Obtain the amount by multiplying the quantity shown in Item 7C times \$0.70 (or \$0.18 to the extent the processor is eligible for transition certificates). Footnote the report to show the quantity computed at \$0.18 for transition certificates.

(17) Enter in Item 9A the amount of certificates enclosed. Also enter the certificate serial numbers.

(18) Enter in Item 9B the amount of remittance enclosed.

(19) Enter in Item 9C the amount of certificate previously surrendered to CCC for the specific processing report period and the date of surrender.

(20) The certification shall be executed by an authorized official of the food processor. Also enter the title of the official and the date in the space provided.

[F.R. Doc. 64-6292; Filed, June 22, 1964; 12:45 p.m.]

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

[Valencia Orange Reg. 88, Amdt. No. 1]

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

Limitation of Handling

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

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

Order, as amended. The provisions in paragraph (b)(1)(i) and (ii) of § 908.388 (Valencia Orange Regulation 88, 29 F.R. 7589) are hereby amended to read as follows:

§ 908.388 Valencia Orange Regulation 88.

(b) * * *

- (1) * * *
- (i) District 1: 250,000 cartons.
- (ii) District 2: 375,000 cartons.

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

Dated: June 19, 1964.

ARTHUR E. BROWNE,
Acting Director, Fruit and Vegetable Division Agricultural Marketing Service.

[F.R. Doc. 64-6276; Filed, June 23, 1964; 8:49 a.m.]

[Elberta Peach Reg. 1]

PART 917—FRESH BARTLETT PEARS, PLUMS, AND ELBERTA PEACHES GROWN IN CALIFORNIA

Regulation by Grades and Sizes

§ 917.341 Elberta Peach Regulation 1.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 917, as amended (7 CFR Part 917), regulating the handling of fresh Bartlett pears, plums, and Elberta peaches grown in the State of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the Elberta Peach Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of Elberta peaches, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further 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 date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that, as hereinafter set forth, the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective not later than June 25, 1964. A reasonable determination as to the supply of, and the demand for, such peaches must await the development of the crop and adequate information thereon was not available to the Elberta Peach Commodity Committee until May 20, 1964; recommendation as to the need for, and the extent of, regulation of shipments of such peaches was made at the meeting of said committee on May 20, 1964, after consideration of all available information relative to the supply and demand conditions for such peaches, at which time the recommendation and supporting information were submitted to the Department; necessary supplemental data for consideration in connection with the specifications of the provisions were not available until

June 17, 1964; shipments of the current crop of such peaches are expected to begin on or about June 25, 1964, and this section should be applicable to all shipments of such peaches in order to effectuate the declared policy of the act; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time hereof.

(b) *Order.* (1) During the period beginning at 12:01 a.m., P.s.t., June 25, 1964, and ending at 12:01 a.m., P.s.t., November 1, 1964, no shipper shall ship:

(i) Any package or container of Elberta peaches unless such peaches meet the requirements of the U.S. No. 1 grade: *Provided*, That with respect to ripe Elberta peaches, a tolerance of 10 percent, by count, for bruises not causing serious damage is allowed in addition to the tolerances provided for such U.S. No. 1 grade;

(ii) Any package or container of Elberta peaches unless at least 85 percent, by count, of such peaches are well matured (as such term is defined in subparagraph (2) of this paragraph);

(iii) Any lot of packages or containers of Elberta peaches if more than three (3) percent, by count, of the peaches in such lot are immature;

(iv) Any package or container of Elberta peaches unless at least 85 percent of the Elberta peaches contained in such package or container measure not less than 2 3/8 inches in diameter: *Provided*, That Elberta peaches (a) when packed in a 12B California peach box, which are of the size that will pack, in accordance with the requirements prescribed for a standard pack, 65 peaches in said box, or (b) when packed in either a No. 26 standard lug box or a No. 27 standard lug box, which are of the size that will pack, in accordance with the requirements prescribed for a standard pack, not more than 80 peaches in the respective lug box, shall be deemed to meet the said minimum diameter requirements, and: *Provided, further*, That for the purpose of determining whether ripe Elberta peaches meet the said standard pack requirements, such peaches may be fairly tightly packed rather than tightly packed.

(2) Peaches which are "well matured" means peaches which, at the time of picking, (i) have shoulders and sutures well filled out and smooth; (ii) have skin which is at least very light green to yellowish green in color; (iii) have flesh that is yellow or straw color with only a small portion usually next to the skin being greenish yellow or greenish straw color; (iv) have flesh which shows some juiciness; and (v) yield very slightly to moderate pressure at the suture or tip.

(3) Section 917.143, as amended (7 CFR 917.100 et seq.), sets forth the requirements with respect to the inspection and certification of shipments of Elberta peaches. Such section also prescribes the conditions which must be met if any shipment is to be made without prior inspection and certification. Notwithstanding that shipments may be made without inspection and certification, each shipper shall comply with all grade and size regulations applicable to the respective shipment.

(4) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as given to the respective term in said amended marketing agreement and order; "U.S. No. 1," "bruises," "defects," "damage," "serious damage," "standard pack," "tightly packed," and "fairly tightly packed" shall have the same meaning as when used in the United States Standards for Peaches (7 CFR 51.1210-1223); "No. 26 standard lug box" and "No. 27 standard lug box," respectively, shall have the same meaning as set forth in § 828.4 of the Agricultural Code of California; "No. 12B California peach box" shall have the same meaning as set forth in section 828.25 of the Agricultural Code of California; and "diameter" shall mean the distance through the widest portion of the cross section of a peach at right angles to a line running from the stem to the blossom end.

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

Dated: June 19, 1964.

ARTHUR E. BROWNE,
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-6254; Filed, June 23, 1964; 8:46 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs,
Department of the Treasury

[T.D. 56195]

PART 4—VESSELS IN FOREIGN AND DOMESTIC TRADES

Special Tonnage Tax and Light Money, Republic of Guinea

JUNE 16, 1964.

The Secretary of State has advised the Secretary of the Treasury that on April 16, 1964, the Department of State obtained satisfactory proof from the Government of the Republic of Guinea that no discriminating duties of tonnage or imposts are imposed or levied in ports of the Republic of Guinea upon vessels wholly belonging to citizens of the United States, or upon the produce, manufactures, or merchandise imported into the Republic of Guinea in such vessels from the United States or from any foreign country.

Therefore, by virtue of the authority vested in the President by section 4228 of the Revised Statutes, as amended (46 U.S.C. 141), which was delegated to the Secretary of the Treasury by the President by Executive Order No. 10289, September 17, 1951, as amended by Executive Order No. 10882, May 18, 1960 (3 CFR, ch. II), and pursuant to authorization given to me by Treasury Department Order No. 190, Rev. 2, October 23, 1963 (28 F.R. 11570), I declare that the foreign discriminating duties of tonnage and impost within the United States are suspended and discontinued, so far as respects the vessels of the Republic of Guinea, and the produce, manufactures,

or merchandise imported into the United States in such vessels from the Republic of Guinea or from any other foreign country. This suspension and discontinuance shall take effect from April 16, 1964, and shall continue for so long as the reciprocal exemption of vessels wholly belonging to citizens of the United States and their cargoes shall be continued and no longer.

In accordance with this declaration, § 4.22, Customs Regulations, is amended by the insertion of "Guinea, Republic of" immediately after "Guatemala" in the list of countries exempt from the payment of any higher tonnage duties than are applicable to vessels of the United States and from the payment of light money.

(R.S. 161, as amended, 4219, as amended, 4225, as amended, 4228, as amended; sec. 3, 23 Stat. 119, as amended; 5 U.S.C. 22, 46 U.S.C. 3, 121, 128, 141)

[SEAL]

JAMES A. REED,
Assistant Secretary
of the Treasury.

[F.R. Doc. 64-6262; Filed, June 23, 1964; 8:48 a.m.]

Title 28—JUDICIAL ADMINISTRATION

Chapter I—Department of Justice

[Order No. 316-64]

PART 0—ORGANIZATION OF THE DEPARTMENT OF JUSTICE

Subpart I—Civil Division

AMENDMENT TO DEPARTMENT OF JUSTICE ORGANIZATION ORDER (No. 271-62) DELEGATING TO THE ASSISTANT ATTORNEY GENERAL IN CHARGE OF THE CIVIL DIVISION AUTHORITY TO ADMINISTER THE PROVISIONS OF THE AUSTRIAN ASSETS AGREEMENT OF JANUARY 30, 1959

Under and by virtue of the authority vested in me by Executive Order No. 11158 of June 22, 1964, § 0.47 of Subpart I (Civil Division) of Part 0 of Chapter I of Title 28 of the Code of Federal Regulations (Order No. 271-62) is amended by adding at the end thereof a new paragraph (e) to read as follows:

(e) The Assistant Attorney General in charge of the Civil Division is authorized to administer and give effect to the provisions of the Agreement entitled "Agreement Between the United States of America and the Republic of Austria Regarding the Return of Austrian Property, Rights and Interests," which was concluded on January 30, 1959, and was ratified by the Senate of the United States on February 25, 1964.

The amendment made by this order shall become effective upon the date of publication of this order in the FEDERAL REGISTER.

Dated: June 23, 1964.

ROBERT F. KENNEDY,
Attorney General.

[F.R. Doc. 64-6353; Filed, June 23, 1964; 12:33 p.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 64-WE-20]

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

Alteration of Control Zone

The purpose of this amendment to Part 71 [New] of the Federal Aviation Regulations is to alter the Sacramento, Calif. (Sacramento Municipal), control zone.

The southwest extension to the Sacramento Municipal control zone is designated on the Sacramento radio range. This radio range is to be discontinued on June 25, 1964. Accordingly, action is taken herein to base the southwest extension on the Sacramento VOR. In addition, since the VOR instrument approach procedure has been revised, the extension is redescribed to terminate at the VOR.

Since this amendment imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective on less than 30 days' notice.

In consideration of the foregoing, § 71.171 [New] of the Federal Aviation Regulations (29 F.R. 1101) is amended, effective 0001 e.s.t. June 25, 1964, as hereinafter set forth: In the Sacramento, Calif. (Sacramento Municipal) control zone, "RR SW course extending from the 5-mile radius zone to the Clarksburg FM;" is deleted and "VOR 033° radial extending from the 5-mile radius zone to the VOR;" is substituted therefor.

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

Issued in Washington, D.C., on June 16, 1964.

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

[F.R. Doc. 64-6242; Filed, June 23, 1964; 8:45 a.m.]

[Airspace Docket No. 64-AL-1]

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

PART 73—SPECIAL USE AIRSPACE [NEW]

Revocation of Restricted Area

Correction

In F.R. Doc. 64-6175, appearing at page 7923 of the issue for Tuesday, June 23, 1964, the part headings should read as set forth above.

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES [NEW]

[Reg. Docket No. 5098; Amdt. 378]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 [New] (14 CFR Part 97 [New]) is amended as follows:

1. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED EFFECTIVE 27 JUNE 1964.

City, Barter Island; State, Alaska; Airport Name, Barter Island Aerodrome; Elev., 8'; Fac. Class., H; Ident., BTI; Procedure No. 1, Amdt. Orig.; Eff. Date, 23 July 60

BET VOR.....	BET RBn.....	Direct.....	1600	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1
				S-dn.....	NA	NA	NA
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 275° Outbnd, 065° Inbnd, 1600' within 10 miles.

Minimum altitude over facility on final approach crs, 800'.

Crs and distance, facility to airport, 085°-1.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.2 miles after passing BET RBn, climb to 1600' on 085° bearing BET RBn within 15 miles.

CAUTION: All maneuvers to be conducted E of airport.

Note: Tower 310' 1.3 miles W of airport.

City, Bethel; State, Alaska; Airport Name, Bethel Municipal; Elev., 135'; Fac. Class., BH; Ident., BET; Procedure No. 3, Amdt. Orig.; Eff. Date, 27 June 64

PROCEDURE CANCELLED EFFECTIVE 27 JUNE 1964.

City, Bullen Point; State, Alaska; Airport Name, Flaxman Aerodrome; Elev., 16'; Fac. Class., H; Ident., FXM; Procedure No. 1, Amdt. Orig.; Eff. Date, 23 July 60

Duluth VOR.....	LOM.....	Direct.....	3000	T-dn.....	300-1	300-1	200-1/2
Duluth RBn.....	LOM.....	Direct.....	3000	C-d.....	400-1	500-1	500-1 1/2
Taft Int*.....	LOM.....	Direct.....	3000	C-n.....	400-1 1/2	500-1 1/2	500-1 1/2
Bartlett Int**.....	LOM.....	Direct.....	3000	S-dn-9.....	400-1	400-1	400-1
Lakewood Int#.....	LOM.....	Direct.....	3000	A-dn.....	800-2	800-2	800-2
Palmers Int##.....	LOM.....	Direct.....	3000				

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn S side of crs, 268° Outbnd, 088° Inbnd, 3000' within 10 miles.

Minimum altitude over facility on final approach crs, 2700'.

Crs and distance, facility to airport, 088°-4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing LOM, climb to 3000' on 088° bearing from LOM within 15 miles.

CAUTION: 2049' tower approximately 4.3 miles SE of Duluth International Airport.

Note: Aircraft on missed approach may be radar controlled after radar identification.

*Taft Int: Int 360° bearing from DL LOM and R-320 DLH VOR.

**Bartlett Int: Int 360° bearing from DL LOM and 322° bearing from DLH RBn.

#Lakewood Int: Int 046° bearing from DLH RBn and 088° bearing from DL LOM.

##Palmers Int: Int R-047 DLH VOR and 088° bearing from DL LOM.

MSA: 000°-090°-2600'; 090°-180°-3100'; 180°-270°-2700'; 270°-300°-2800'.

City, Duluth; State, Minn.; Airport Name, Duluth International; Elev., 1429'; Fac. Class., LOM; Ident., DL; Procedure No. 1, Amdt. 7; Eff. Date, 27 June 64; Sup. Amdt. No. 6; Dated, 9 Mar. 63

DLH VOR.....	DLH-RBn.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
				C-d.....	400-1	500-1	500-1 1/2
				C-n.....	400-1 1/2	500-1 1/2	500-1 1/2
				S-dn-3.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn E side of crs, 194° Outbnd, 014° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 014°-3.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing DLH RBn, climb to 3000' on 014° bearing from DLH RBn within 15 miles. Return to RBn and hold S on 194° bearing, 1-minute right turns.

Notes: (1) Final approach from holding pattern at RBn not authorized. Procedure turn required. (2) Aircraft on missed approach may be radar controlled after radar identification.

CAUTION: 2049' tower 4.3 miles SE of Duluth International Airport.

MSA: 000°-090°-3100'; 090°-270°-2700'; 270°-300°-2800'.

City, Duluth; State, Minn.; Airport Name, Duluth International; Elev., 1429'; Fac. Class., SABH; Ident., DLH; Procedure No. 2, Amdt. 3; Eff. Date, 27 June 64; Sup. Amdt. No. 2; Dated, 29 Sept. 62

RULES AND REGULATIONS

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
OSH VOR	FLD RBn	Direct	2600	T-dn	300-1	300-1	NA
Eden Int	FLD RBn	Direct	2600	C-d	700-1	700-1	NA
Calvary Int	FLD RBn	Direct	2600	C-n	700-2	700-2	NA
				A-dn	NA	NA	NA
				Following minimums apply after passing Eldorado Int#:			
				C-d	600-1	600-1	NA
				C-n	600-2	600-2	NA
				S-d-9	400-1	400-1	NA
				S-n-9	400-2	400-2	NA

Procedure turn S side of crs, 272° Outbnd, 092° Inbnd, 2200' within 10 miles.
 Minimum altitude over facility on final approach crs, 1500'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of FLD RBn climb to 2800' on 092° bearing from FLD RBn within 10 miles then return to FLD RBn and hold E 272° Inbnd with right-hand turns.
 MSA: 090°-090°-2700'; 090°-360°-2300'.
 #Eldorado Int: Int 272° bearing from FLD RBn and OSH VOR R-185.

City, Fond du Lac; State, Wis.; Airport Name, Fond du Lac County; Elev., 806'; Fac. Class., MH; Ident., FLD; Procedure No. 1, Amdt. Orig.; Eff. Date, 27 June 64

OSH VOR	De Pere Int**	Direct	2500	T-dn	300-1	300-1	200-1/2
De Pere Int**	LOM (final)	Direct	2200	C-dn	400-1	500-1	500-1 1/2
Wolf Int	LOM	Direct	2300	S-dn-6	400-1	400-1	400-1
Bear Creek Int	LOM	Direct	2300	A-dn	800-2	800-2	800-2
GRB VOR	LOM	Direct	2300				
Sherwood Int	LOM	Direct	2300				
Waffle Int	LOM	Direct	2300				
Nicolet Int	LOM	Direct	3000				
Stadium Int	LOM	Direct	2300				
Freedom Int*	LOM	Direct	2300				
Pine Grove Int	LOM	Direct	3000				

Procedure turn S side of crs, 239° Outbnd, 059° Inbnd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs, 2200'.
 Crs and distance, facility to airport, 059°-5.0 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing GR LOM, make left turn, climbing to 2300' and return to LOM or, when directed by ATC, climb to 2300' on 059° bearing from LOM within 20 miles.
 Other change: Deletes control tower note.
 MSA: 090°-180°-3100'; 180°-090°-2500'.

#When weather is below 1400-2, aircraft departing southeastbound, flight below 2500' beyond 2 miles from airport is prohibited between radials 113 and 155 inclusive of the GRB VOR due to 2049' tower 7 miles SE of airport.
 *Freedom Int: Int GRB VOR R-204 and 239° bearing from GR LOM.
 **De Pere Int: Int OSH VOR R-012 and 239° bearing from GR LOM.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694'; Fac. Class., LOM; Ident., GR; Procedure No. 1, Amdt. 7; Eff. Date, 27 June 64; Sup. Amdt. No. 6; Dated, 30 Apr. 64

HOU VOR	AAP MH	Direct	1800	T-dn	300-1	300-1	NA
Fairbanks Int	AAP MH	Direct	1800	C-dn	600-1	600-1	NA
Arcola Int	AAP MH	Direct	2500	A-dn	NA	NA	NA
Rosenberg Int	AAP MH	Direct	1500				
Cypress Int	AAP MH	Direct	1500				
HOU RBn	AAP MH	Direct	1800				

Radars vectoring authorized in accordance with approved patterns.
 Procedure turn W side of crs, 344° Outbnd, 164° Inbnd, 1500' within 10 miles. Beyond 10 miles not authorized.
 Minimum altitude over facility on final approach crs, 800'.
 Crs and distance, facility to airport, 165°-0.4 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.4 mile after passing AAP RBn, turn right, climb to 2000' on crs of 270° from the AAP RBn within 10 miles.

NOTES: No weather service. Unicom 24 hours 122.8 and 122.1. Procedure not authorized for air carrier. Runways 50' wide. Private facility approved for public use.
 City, Houston (formerly Alief); State, Tex.; Airport Name, Andran Airpark; Elev., 80'; Fac. Class., MHW; Ident., AAP; Procedure No. 1, Amdt. 5; Eff. Date, 27 June 64; Sup. Amdt. No. 4; Dated, 25 Apr. 64

Nashville Int*	LOM	Direct	2900	T-dn	300-1	300-1	200-1/2
EOS VOR	LOM	Direct	3000	C-d	400-1	500-1	500-1 1/2
Granby Int#	LOM	Direct	2700	C-n	400-1 1/2	500-1 1/2	500-1 1/2
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 310° Outbnd, 130° Inbnd, 2500' within 10 miles.
 Minimum altitude over facility on final approach crs, 2100'.
 Crs and distance, facility to airport, 130°-3.8 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing LOM, climb to 2800' on 130° crs, proceed to Granby Int# or, when directed by ATC, make left turn, climbing to 2500' and proceed to LOM.

NOTE: Approach from holding pattern not authorized. Procedure turn required.
 CAUTION: 2049' tower 11 miles WNW of airport.
 #Granby Int: Int EOS VOR R-051 and SE crs JLN ILS or 130° bearing from JL LOM.
 *Nashville Int: Int EOS VOR R-351 and CNU VOR R-091.
 MSA: 000°-090°-2400'; 090°-180°-2700'; 180°-270°-3000'; 270°-360°-3000'.

City, Joplin; State, Mo.; Airport Name, Joplin Municipal; Elev., 980'; Fac. Class., LOM; Ident., JL; Procedure No. 1, Amdt. 10; Eff. Date, 27 June 64; Sup. Amdt. No. 2; Dated, 16 May 64

PROCEDURE CANCELLED EFFECTIVE 27 JUNE 1964.

City, Kolovik; State, Alaska; Airport Name, Lonely Aerodrome; Elev., 29'; Fac. Class., H; Ident., LNI; Procedure No. 1, Amdt. Orig.; Eff. Date, 16 July 60

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
LAX RbN	LOM	Direct	3000	T-dn	300-1	300-1	200-1/2
Downy FM/RBn	LOM (final)	Direct	1800	C-dn	500-1	600-1	600-1 1/2
LGB VOR	Downy FM/RBn	Direct	3000	S-dn-26L/R	500-1	500-1	500-1
LGB VOR	LOM	Direct	3000	A-dn	800-2	800-2	800-2
Wood Int*	LOM	Direct	3000				
LAX VOR	LOM	Direct	3000				
La Habra Int	Downey FM/RBn	Direct	3000				

Radar transition and vectoring using Los Angeles Radar authorized in accordance with approved radar patterns. Procedure turn 8 side E crs, 068° Outbnd, 245° Inbnd, 3000' within 10 miles of OM.

Minimum altitude over facility on final approach crs, 1800'. Crs and distance, facility to airport, 248°—5.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, climb to 2000' on crs of 248° within 20 miles.

*Wood Int: Int R-305, LGB R-305 and R-007 SMO.

MSA: 045°-135°-4000'; 135°-225°-2500'; 225°-315°-4000'; 315°-045°-8200'.

City, Los Angeles; State, Calif.; Airport Name, Los Angeles International; Elev., 126'; Fac. Class., LOM; Ident., LA; Procedure No. 1, Amdt. 23; Eff. Date, 27 June 64; Sup. Amdt. No. 22; Dated, 10 Mar. 62

Morey Int	LOM	Direct	2700	T-dn	300-1	300-1	200-1/2
Marshall Int	LOM	Direct	2600	C-dn	600-1	600-1	600-1 1/2
Albany Int	LOM	Direct	2600	S-dn-36	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn E side of crs, 179° Outbnd, 359° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 359°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing LOM, climb to 2000' on 359° bearing from LOM within 15 miles.

Notes: (1) Final approach from holding pattern at LOM not authorized. Procedure turn required. (2) When weather is below 1500-2 aircraft departing southwest-bound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201 and 267 inclusive of the TAX VOR, due to 2227' tower 9 miles SW of airport. (3) Aircraft on missed approach may be radar controlled after radar identification.

Other change: Deletes Caution note.

MSA: 000°-180°-2400'; 180°-360°-3300'.

City, Madison; State, Wis.; Airport Name, Truax Field; Elev., 859'; Fac. Class., MHW; Ident., MSN; Procedure No. 1, Amdt. 10; Eff. Date, 27 June 64; Sup. Amdt. No. 9; Dated, 26 Oct. 63

PROCEDURE CANCELLED EFFECTIVE 27 JUNE 1964.

City, Oliktok Point; State, Alaska; Airport Name, Oliktok Point Aerodrome; Elev., 16'; Fac. Class., H; Ident., OLI; Procedure No. 1, Amdt. Orig.; Eff. Date, 16 July 60

Imperial VOR	McKeesport RBn	IRL R-117	3000	T-dn	300-1	300-1	200-1/2
Scottsdale Int	McKeesport RBn	Direct	3000	C-dn	500-1	500-1	500-1 1/2
Pittsburgh VOR	McKeesport RBn	Direct	3000	S-dn-27	400-1	500-1	500-1
GP LOM	McKeesport RBn	Direct	3000	A-dn	800-2	800-2	800-2
Greensburg Int	McKeesport RBn (final)	Direct	3000				
McKeesport RBn	Jeannette Int	Direct	3000				
Jeannette Int	McKeesport RBn (final)	Direct	3000				

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 095° Outbnd, 275° Inbnd, 3000' within 10 miles. Nonstandard due to traffic.

Minimum altitude over facility on final approach crs, 3000'.

Crs and distance, facility to airport, 275°—5.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.5 miles after passing McKeesport RBn, climb to 3000' proceeding to PIT RBn. Hold W, right turns 1-minute pattern, 082° Inbnd.

City, Pittsburgh; State, Pa.; Airport Name, Allegheny County; Elev., 1252'; Fac. Class., MHW; Ident., MKP; Procedure No. 1, Amdt. 11; Eff. Date, 27 June 64; Sup. Amdt. No. 10; Dated, 12 Oct. 63

PROCEDURE CANCELLED EFFECTIVE 27 JUNE 1964.

City, Point Barrow; State, Alaska; Airport Name, Point Barrow Aerodrome; Elev., 9'; Fac. Class., H; Ident., PBA; Procedure No. 1, Amdt. 1; Eff. Date, 22 July 61; Sup. Amdt. No. Orig.; Dated, 27 Aug. 60

PROCEDURE CANCELLED EFFECTIVE 27 JUNE 1964.

City, Point Lay; State, Alaska; Airport Name, Point Lay Aerodrome; Elev., 20'; Fac. Class., H; Ident., PIZ; Procedure No. 1, Amdt. Orig.; Eff. Date, 23 July 60

Rochelle Int	LOM (final)	Direct	2000	T-dn	300-1	300-1	200-1/2
PLL VOR	LOM	Direct	2500	C-dn	400-1	500-1	500-1 1/2
RFD VOR	LOM	Direct	2000	S-dn-36	400-1	400-1	400-1
Belvedere Int	LOM	Direct	2500	A-dn	800-2	800-2	800-2
JVL VOR	LOM	Direct	*2500				
Malta Int	LOM	Direct	2500				
Creston Int#	Final approach crs	Via R-150 RFD VOR.	2000				

Procedure turn E side of crs, 182° Outbnd, 002° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 002°—4.5 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 miles after passing LOM, make left-climbing turn to 2500' and proceed direct to RFD VOR or, when directed by ATC, make left-climbing turn to 2000' direct to LOM.

*2000' after passing RFD VOR R-090.

#Creston Int: Int R-150 RFD VOR and R-085 PLL-VOR.

MSA: 000°-270°-2300'; 270°-360°-2600'.

City, Rockford; State, Ill.; Airport Name, Greater Rockford; Elev., 735'; Fac. Class., LOM; Ident., RF; Procedure No. 1, Amdt. 6; Eff. Date, 27 June 64; Sup. Amdt. No. 5; Dated, 7 Dec. 63

2. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-d.....	300-1	NA	NA
				C-d.....	900-1	NA	NA
				A-d.....	NA	NA	NA

Procedure turn W side of crs, 019° Outbnd, 199° Inbnd, 1800' within 10 miles.

Minimum altitude over facility on final approach crs, 1100'.

Crs and distance, facility to airport 199°—2.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.0 miles after passing DPK VOR, climb on crs, 199° to 1800' within 10 miles. Make left turn and return to DPK VOR. Hold N 1-minute right turns, Inbnd crs 199°.

NOTE: Night operations not authorized.

MSA: 000°-090°-1600'; 090°-180°-1400'; 180°-270°-1400'; 270°-360°-1000'.

City, Deer Park; State, N. Y.; Airport Name, Deer Park; Elev., 78'; Fac. Class., BVOR-DPK; Procedure No. 1, Amdt. 1; Eff. Date, 27 June 64; Sup. Amdt. No. Orig.; Dated, 29 June 63

Duluth RBN.....	DLH VOR.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
				C-d.....	400-1	500-1	500-1 1/2
				C-dn.....	400-1 1/2	500-1 1/2	500-1 1/2
				S-dn-3.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn S side of crs, 193° Outbnd, 013° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 013°—2.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.2 miles after passing DLH VOR, climb to 3000' on R-013 within 10 miles of DLH-VOR. Return to VOR and hold SW on R-194, 1-minute right turns.

CAUTION: 2049' TV tower 4.3 miles E of Duluth VOR.

NOTES: (1) Final approach from holding pattern at VOR not authorized. Procedure turn required. (2) When authorized by ATC, DLH DME may be used to position aircraft for straight-in approach at 3000' between R-110 CW to R-270 via 6-mile DME arc with the elimination of procedure turn. (3) Aircraft on missed approach may be radar controlled after radar identification.

MSA: 000°-180°-3100'; 180°-270°-2700'; 270°-360°-2800'.

City, Duluth; State, Minn.; Airport Name, Duluth International; Elev., 1429'; Fac. Class., BVORTAC; Ident., DLH; Procedure No. 1, Amdt. 3; Eff. Date, 27 June 64; Sup. Amdt. No. 2; Dated, 17 Nov. 62

GFK VOR.....	RDR VOR.....	Direct.....	2300	T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				A-dn.....	NA	NA	NA

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn S side of crs, 219° Outbnd, 039° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'; over Wilson Intg, 1900'.

Crs and distance, facility to airport, 039°—11.9 miles; Wilson Intg to airport, 039°—4.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing Wilson Intg, make right-climbing turn to 2400' and proceed to the GFK VOR or, when directed by ATC, make right-climbing turn to 2300' and proceed to the RDR VOR.

NOTES: (1) Aircraft on missed approach may be radar controlled after radar identification. (2) Procedure authorized only for aircraft with dual omni receivers operating simultaneously or Wilson Intg identified by radar.

Wilson Int: Int RDR VOR R-039 and GFK VOR R-289 or radar fix.

§ Alternate minimums of 800-2 authorized for air carriers with weather reporting service at the airport.

MSA: 090°-180°-3200'; 180°-090°-2500'.

City, Grand Forks; State, N. Dak.; Airport Name, Grand Forks International (New Airport); Elev., 842'; Fac. Class., M-VOR; Ident., RDR; Procedure No. 2, Amdt. Orig.; Eff. Date, 27 June 64

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	400-1	500-1	500-1 1/2
				S-dn-12.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn W side of crs, 325° Outbnd, 145° Inbnd, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 2000'.

Crs and distance, facility to airport, 145°—4.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing GRB VOR, make left-climbing turn to 2300' and return to GRB VOR.

NOTE: When authorized by ATC, DME may be used to position aircraft for straight-in approach at 2300' between R-265 clockwise to R-035 via 6-mile DME arc with the elimination of procedure turn.

MSA: 090°-180°-3100'; 180°-090°-2400'.

§ When weather is below 1400-2, aircraft departing southeastbound, flight below 2500' beyond 2 miles from airport is prohibited between radials 113 and 155 inclusive of the GRB VOR due to 2049' tower 7 miles SE of airport.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694'; Fac. Class., BVORTAC; Ident., GRB; Procedure No. 1, Amdt. 8; Eff. Date, 27 June 64; Sup. Amdt. No. 7; Dated, 28 Dec. 63

				T-dn.....	300-1	300-1	200-1/2
				C-dn.....	500-1	500-1	500-1 1/2
				C-dn#.....	400-1	500-1	500-1 1/2
				S-dn-12.....	500-1	500-1	500-1
				S-dn-12#.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn S side of crs, 294° Outbnd, 114° Inbnd, 2500' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 114°—6.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6.0 miles after passing RFD VOR, make left turn, climb to 2500' and proceed to RFD VOR or, when directed by ATC, make right turn, climb to 2000' and proceed to RF LOM.

§ After passing R-184 JVL on final approach crs Inbnd from facility, these minimums authorized only if aircraft is equipped with operating dual omni receivers.

MSA: 090°-270°-2300'; 270°-090°-2600'.

City, Rockford; State, Ill.; Airport Name, Greater Rockford; Elev., 735'; Fac. Class., L-BVORTAC; Ident., RFD; Procedure No. 1; Amdt. 4; Eff. Date, 27 June 64; Sup. Amdt. No. 3; Dated, 7 Mar. 64

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Hartsfield Int.	MGR VOR	Direct	1800'	T-dn# C-dn# A-dn*	300-1 1000-3 NA	300-1 1000-3 NA	200-1/2 1000-3 NA

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn W side of crs, 030° Outbnd, 210° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1800'.
 Crs and distance, facility to airport, 198°—11.4 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing MGR-VOR, make left turn, climb to 1800' on R-180 of MGR VOR within 15 miles, return to MGR VOR. Hold NE, 030° Outbnd, 210° Inbnd, 1-minute right turns. Contact Valdosta Approach Control.
 Note: Pilot will close IFR flight plan with Valdosta Approach Control or Valdosta, Ga., FSS when reaching VFR conditions on approach, and will proceed VFR from contact point (6 miles after passing MGR VOR) to airport.
 *Advance notice required for operation of runway lights after 2200, through VLD FSS or TLH FSS.
 *No weather available to public. Alternate minimums not authorized.

City, Thomasville; State, Ga.; Airport Name, Thomasville Municipal; Elev., 264'; Fac. Class., L-BVOR; Ident., MGR; Procedure No. 1, Amdt. 3; Eff. Date, 27 June 64; Sup. Amdt. No. 2; Dated, 11 Jan. 64

3. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Stanne Int*	BDR-VOR (final)	Direct	600	T-dn C-dn S-dn-6 A-dn	300-1 700-1 1/2 700-1 1/2 800-2	300-1 700-1 1/2 700-1 1/2 800-2	200-1/2 700-1 1/2 700-1 1/2 800-2
				If aircraft equipped with Dual VOR and Stanne Int* received, the following minimums apply:			
				C-dn	600-1	600-1	600-1 1/2
				S-dn-6	600-1	600-1	600-1

Procedure turn S side of crs, 242° Outbnd, 062° Inbnd, 1700' within 10 miles of BDR VOR.
 Minimum altitude until over Stanne Int* on final approach crs, 700'.
 Crs and distance, Stanne Int* to airport, 062°—3.9 miles; Stanne Int* to VOR, 062°—4.3 miles.
 Crs and distance, breakoff point to approach end of runway, 057°—0.7 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing BDR VOR, climb to 1700' on BDR VOR R-062 within 10 miles of BDR VOR. Then make left turn and return to BDR VOR at 1700'. Hold NE 1-minute left turns, Inbnd crs, 229°.
 *Stanne Int: Int BDR R-242 and CMK R-131.
 MSA: 000°-060°—2200'; 090°-180°—1600'; 180°-270°—1600'; 270°-360°—3300'.

City, Bridgeport; State, Conn.; Airport Name, Bridgeport Municipal; Elev., 9'; Fac. Class., LVOR; Ident., BDR; Procedure No. TerVOR-6, Amdt. 4; Eff. Date, 27 June 64; Sup. Amdt. No. 3; Dated, 28 Mar. 64

				T-dn	300-1	300-1	200-1 1/2
				C-d	600-1	600-1	600-1 1/2
				C-n	600-2	600-2	600-2
				S-dn-25	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
				Following minimums apply for aircraft equipped to receive ADF and VOR simultaneously and the Linden Int* received:			
				C-d	500-1	500-1	500-1 1/2
				C-n	500-2	500-2	500-2
				S-dn-25	500-1	500-1	500-1

Procedure turn N side of crs, 060° Outbnd, 240° Inbnd, 2600' within 10 miles.
 Minimum altitude over facility on final approach crs, 1700'.
 Crs and distance, breakoff point to airport, 247°—1.0 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CMX VOR, make right turn and climb to 2600' on R-308 within 20 miles.
 CAUTION: 1384' and 1520' towers between 2.4 and 3.5 miles SW of airport.
 *Linden Int: Int R-060 CMX VOR and 108° bearing from CX RBn.
 MSA: 000-090°—2600'; 090-180°—3100'; 180°-270°—2800'; 270°-360°—2300'.

City, Houghton; State, Mich.; Airport Name, Houghton-County Memorial; Elev., 1091'; Fac. Class., BVOR; Ident., CMX; Procedure No. TerVOR-25, Amdt. 4; Eff. Date, 27 June 64; Sup. Amdt. No. 3; Dated, 21 July 62

RULES AND REGULATIONS

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Morey Int.....	TAX VOR.....	Direct.....	2600	T-dn*.....	300-1	300-1	300-1 $\frac{1}{2}$
Marshall Int.....	TAX VOR.....	Direct.....	2600	C-dn.....	600-1	600-1	600-1 $\frac{1}{2}$
Madison LOM.....	TAX VOR.....	Direct.....	2600	A-dn.....	800-2	800-2	800-2
				Following minimums apply when radar vectoring to final approach course is utilized and 4-mile radar fix is identified:			
				S-dn-18.....	500-1	500-1	500-1

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn W side of crs, 356° Outbnd, 176° Inbnd, 2600' within 10 miles.

Minimum altitude over facility on final approach crs, 1500'.

Facility on airport. Crs and distance, breakoff point to approach end of runway, 170°—0.96 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing TAX VOR, climb to 2600' on R-176 within 10 miles.

NOTE: Aircraft on missed approach may be radar controlled after radar identification.

*When weather is below 1500-2, aircraft departing southwestbound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201° and 257°, inclusive of the TAX VOR due to 2227' tower 9 miles SW of airport.

MSA: 000°-180°-2400'; 180°-360°-3300'.

City, Madison; State, Wis.; Airport Name, Truax Field; Elev., 859'; Fac. Class., BVOR; Ident., TAX; Procedure No. TerVOR-18, Amdt. Orig.; Eff. Date, 27 June 1964

Morey Int.....	TAX VOR.....	Direct.....	2600	T-dn.....	300-1	300-1	300-1 $\frac{1}{2}$
Marshall Int.....	TAX VOR.....	Direct.....	2600	C-dn.....	700-1	700-1	700-1 $\frac{1}{2}$
MSN LOM.....	TAX VOR.....	Direct.....	2600	S-dn-13.....	700-1	700-1	700-1
				A-dn.....	800-2	800-2	800-2
				Following minimums apply after passing 4-mile radar fix:			
				C-dn.....	600-1	600-1	600-1 $\frac{1}{2}$
				S-dn-13.....	600-1	600-1	600-1

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn W side of crs, 317° Outbnd, 137° Inbnd, 2300' within 10 miles.

Facility on airport.

Minimum altitude over facility on final approach crs, 1600'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing TAX VOR, climb to 2600' on R-137 within 10 miles.

NOTES: (1) When weather is below 1500-2, aircraft departing southwestbound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201 and 257, inclusive, of the TAX VOR due to 2227' tower 9 miles SW of airport. (2) Aircraft on missed approach may be radar controlled after radar identification.

MSA: 000°-180°-2400'; 180°-360°-3300'.

City, Madison; State, Wis.; Airport Name, Truax Field; Elev., 859'; Fac. Class., BVOR; Ident., TAX; Procedure No. TerVOR-13, Amdt. 2; Eff. Date, 27 June 64; Sup. Amdt. No. 1; Dated, 2 Nov. 63

Morey Int.....	TAX VOR.....	Direct.....	2600	T-dn.....	300-1	300-1	300-1 $\frac{1}{2}$
Marshall Int.....	TAX VOR.....	Direct.....	2600	C-dn.....	600-1	600-1	600-1 $\frac{1}{2}$
MSN LOM.....	TAX VOR.....	Direct.....	2600	S-dn-31.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2
				Following minimum applies if College Int received:			
				S-dn-31.....	500-1	500-1	500-1

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn E side of crs, 131° Outbnd, 311° Inbnd, 2300' within 10 miles.

Facility on airport.

Minimum altitude over facility on final approach crs, 1500'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing TAX VOR, climb to 2700' on R-311 within 10 miles.

NOTES: (1) When weather is below 1500-2, aircraft departing southwestbound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201 and 257, inclusive, of the TAX VOR due to 2227' tower 9 miles SW of airport. (2) Aircraft on missed approach may be radar controlled after radar identification.

*College Int: Int TAX VOR R-131 and 054° bearing from MSN LOM or radar fix.

MSA: 000°-180°-2400'; 180°-360°-3300'.

City, Madison; State, Wis.; Airport Name, Truax Field; Elev., 859'; Fac. Class., BVOR; Ident., TAX; Procedure No. TerVOR-31, Amdt. 3; Eff. Date, 27 June 64; Sup. Amdt. No. 2; Dated, 7 Mar. 64

Hartsfield Int.....	MGR VOR.....	Direct.....	1800	T-dn#.....	300-1	300-1	300-1 $\frac{1}{2}$
				C-dn#.....	500-1	500-1	500-1 $\frac{1}{2}$
				S-dn#-4.....	500-1	500-1	500-1
				A-dn#.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 229° Outbnd, 049° Inbnd, 1800' within 10 miles.

Minimum altitude over facility on final approach crs, 800'.

Crs and distance, breakoff point to runway, 038°—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of MGR VOR, climb to 1800' on R-049 MGR VOR within 10 miles, return to MGR VOR. Hold SW 229° Outbnd, 049° Inbnd, 1-minute right turns.

*Night operations authorized only on Runway 4-22 and from sunset to 2200. Advance notice required for operation of runway lights after 2200.

*Authorized only for air carriers.

City, Moultrie; State, Ga.; Airport Name, Sunset; Elev., 294'; Fac. Class., L-BVOR; Ident., MBR; Procedure No. TerVOR-4, Amdt. Orig.; Eff. Date, 27 June 64

Hartsfield Int.....	MGR VOR.....	Direct.....	1800	T-dn#.....	300-1	300-1	300-1 $\frac{1}{2}$
				C-dn#.....	500-1	500-1	500-1 $\frac{1}{2}$
				S-d-10.....	500-1	500-1	500-1
				A-dn#.....	800-2	800-2	800-2

Radar vectoring authorized in accordance with approved patterns.

Procedure turn S side of crs, 270° Outbnd, 090° Inbnd, 1800' within 10 miles.

Minimum altitude over facility on final approach crs, 800'.

Crs and distance breakoff point to end of runway, 098°—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of MGR VOR, turn right, climb to 1800' on R-180 of MGR VOR within 10 miles, return to MGR VOR. Hold E, 090° Outbnd, 270° Inbnd, 1-minute right turns.

*Night operations authorized only on Runway 4-22 and from sunset to 2200. Advance notice required for operation of runway lights after 2200.

*Authorized only for air carriers.

City, Moultrie; State, Ga.; Airport Name, Sunset; Elev., 294'; Fac. Class., L-BVOR; Ident., MGR; Procedure No. TerVOR-10, Amdt. 2; Eff. Date, 27 June 64; Sup. Amdt. No. 1; Dated, 11 Jan. 64

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Hartsfield Int.	MGR VOR	Direct	1800	T-dn# C-dn# S-dn#-22 A-dn#*	300-1 700-1 700-1 800-2	300-1 700-1 700-1 800-2	200-1½ 700-1½ 700-1 800-2

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn W side of crs, 030° Outbnd, 210° Inbnd, 1800' within 10 miles.
 Minimum altitude over facility on final approach crs, 1000'.
 Crs and distance, breakoff point to runway, 218°—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of MGR VOR, turn left, climb to 1800' on R-150 of MGR VOR within 10 miles, return to MGR VOR. Hold NE, 030° Outbnd, 210° Inbnd, 1-minute right turns.
 *Night operations authorized only on Runway 4-22 and from sunset to 2200. Advance notice required for operation of runway lights after 2200.
 *Authorized only for air carriers.

City, Moultrie; State, Ga.; Airport Name, Sunset; Elev., 294'; Fac. Class., I-BVOR; Ident., MGR; Procedure No. TerVOR-22, Amdt. Orig.; Eff. Date, 27 June 64

PROCEDURE CANCELLED EFFECTIVE 27 JUNE 1964.

City, Ocala; State, Fla.; Airport Name, Ocala Municipal; Elev., 81'; Fac. Class., BVORTAC; Ident., OCF; Procedure No. TerVOR-36, Amdt. 1; Eff. Date, 13 May 61; Sup. Amdt. No. Orig.; Dated, 15 Apr. 61.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Cristol DME fix%	PHK VOR (final)	Direct	600	T-dn C-dn S-dn-17 A-dn#	300-1 500-1 500-1 NA	300-1 500-1 500-1 NA	NA NA NA NA
If aircraft equipped with operating DME and Sugar Cane DME Fix* identified, the following minimums are authorized: C-dn----- 500-1 500-1 NA S-dn-17----- 400-1 400-1 NA							

Procedure turn W side of crs, 341° Outbnd, 161° Inbnd, 1500' within 10 miles.
 Facility on airport. Minimum altitude over facility on final approach crs, 500'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of PHK VOR, climb to 1500' on R-165 PHK VOR within 10 miles, return to PHK VOR. Hold N, 341° Outbnd, 161° Inbnd, 1-minute right turns.

Note: When authorized by ATC, Pahokee DME may be used from R-273 clockwise through R-008 from 15 to 10 miles at 1500' to position aircraft for a straight-in approach with the elimination of the procedure turn.

CAUTION: 185' lower ¼ mile S of airport.
 *Weather information not available.
 *Sugar Cane DME Fix: 4-mile DME fix on R-341 PHK VOR.
 %Cristol DME Fix: 10-mile DME fix on R-341 PHK VOR.

City, Pahokee; State, Fla.; Airport Name, Palm Beach County Glades; Elev., 17'; Fac. Class., BVORTAC; Ident., PHK; Procedure No. TerVOR-17, Amdt. Orig.; Eff. Date, 27 June 64

4. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn C-dn S-dn-36 A-dn#	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-1½ 500-1½ 500-1 800-2
If aircraft equipped with operating DME and 5 mile DME Fix identified, the following minimums are authorized: C-dn----- 400-1 500-1 500-1½ S-dn-36----- 400-1 400-1 400-1							

Procedure turn W side of crs, 170° Outbnd, 350° Inbnd, 1700' within 10 miles.
 Minimum altitude over facility on final approach crs, 500'; 5-mile DME fix 600'.
 Crs and distance, breakoff point to runway 30, 360°—0.3 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of MGR VOR, climb to 2000' on R-300 of OCF VOR within 10 miles, return to OCF VOR. Hold S, 170° Outbnd, 350° Inbnd, 1-minute left turns.

Note: When authorized by ATC, Ocala DME may be used for orbits from R-125 clockwise through R-215 from 9 to 15 miles at 1700' to position aircraft for a straight-in approach with the elimination of the procedure turn.

†Limited weather information available to public. Alternate usage authorized for air carriers only.

City, Ocala; State, Fla.; Airport Name, Ocala Municipal (Jim Taylor); Elev., 81'; Fac. Class., BVORTAC; Ident., OCF; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. Date, 27 June 64

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
10-mile DME fix R-294	0-mile DME fix	Direct	2500	T-dn C-dn S-dn-12 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/2 500-1 1/2 400-1 800-2

Procedure turn S side of crs, 294° Outbnd, 114° Inbnd, 2500' within 10 miles.
Minimum altitude over 3.0-mile DME fix R-114 on final approach crs, 1200'.
Crs and distance, 3.0-mile DME fix R-114 to airport, 114°—3.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at 6.0-mile DME fix R-114, make left turn, climb to 2500' and proceed to RFD VOR, or when directed by ATC, make right turn, climb to 2000' and proceed to RFD LOM.
NOTE: When authorized by ATC, RFD DME may be used to position aircraft for straight-in approach at 2500' between R-234 clockwise to R-012 via 6-mile DME arc with the elimination of procedure turn.
MSA: 090°-270°—2300'; 270°-090°—2600'.

City, Rockford; State, Ill.; Airport Name, Greater Rockford; Elev., 735'; Fac. Class., I-BVORTAC; Ident., RFD; Procedure No. VOR/DME No. 1, Amdt. 2; Eff. Date, 27 June 64; Sup. Amdt. No. 1; Dated, 16 May 64

5. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	

PROCEDURE CANCELLED EFFECTIVE 1 JULY 1964 OR UPON COMMISSIONING OF RVG ILS.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-ORD; Procedure No. ILS-32L, Amdt. 4; Eff. Date, 11 Apr. 64; Sup. Amdt. No. 3; Dated, 29 Sept. 62

CGT VOR	Stack Int#	Via CGT R-356 and SE crs RVG ILS.	3500	T-Dn C-dn S-dn-32L A-dn	300-1 400-1 400-3/4 800-2	300-1 500-1 400-3/4 800-2	200-1/2 500-1 1/2 400-3/4 800-2
API VOR	Stack Int# (final not authorized)	Direct	3500				
Niles Int	Stack Int#	Via API R-088 and SE crs RVG ILS	3500				
ORD VOR	Stack Int# (final not authorized)	Direct	3500				
OBK VOR	Stack Int# (final not authorized)	Direct	3500				
Stack Int#	LOM (final)	Direct	2300				
Lakewood Int	ORD VOR	Via OBK R-271 and ORD VOR R-306.	3500				

Radar transition to final approach crs authorized. Aircraft may be released for final approach Inbnd to LOM on final approach crs to cross LOM at 2300'.
Procedure turn E side of crs, 138° Outbnd, 318° Inbnd, 3500' within 10 miles of Stack Int#.
Minimum altitude over LOM on final approach crs, 2300', over Stack Int# 3500'.
Crs and distance, LOM to airport, 318°—5.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.6 miles after passing LOM, turn left to 300° heading climb to 1500', then make left-climbing turn to 3500' and proceed direct to DPA VOR.
NOTES: 1. Functioning VOR receiver required unless a radar vector to final approach crs is obtained. 2. No glide slope. 3. VASI installed. 4. Aircraft executing missed approach may be radar controlled after radar identification. 5. Runway 32L LOM designated River Grove. Runway 32R RBN designated Indian. 6. 1400' tower 5.5 miles W, 1413' tower 4.9 miles W.
CAUTION: Takeoffs on Runway 27 when weather is below 2000-3 will intercept ORD VOR R-250 and climb to 2000' before proceeding westbound. Takeoffs on Runway 32L when weather is below 2000-3 will intercept ORD VOR R-306 and climb to 2000' before proceeding westbound. Motel sign 1 1/4 miles from approach end Runway 32L may be mistaken for approach lights.
#Stack Int: Int SE crs RVG ILS and API VOR R-073.

City, Chicago; State, Ill.; Airport Name, O'Hare International; Elev., 667'; Fac. Class., ILS; Ident., I-RVG; Procedure No. ILS-32L, Amdt. Orig.; Eff. Date, 1 July 64 or upon commissioning of RVG ILS

Duluth VOR	LOM	Direct	3000	T-dn	300-1 400-1	300-1 500-1	200-1/2 500-1 1/2
Duluth RBN	LOM	Direct	3000	C-d			
Taft Int**	LOM	Direct	3000	C-n	400-1 1/2	500-1 1/2	500-1 1/2
Bartlett%	LOM	Direct	3000	S-dn-9*§	300-1	300-1	300-1
Lakewood Int#	LOM	Direct	3000	A-dn	600-2	600-2	600-2
Palmer Int##	LOM	Direct	3000				

Radar vectoring to final approach crs authorized in accordance with approved patterns.
Procedure turn S side of final approach crs, 268° Outbnd, 088° Inbnd, 3000' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2800'.
Altitude of glide slope and distance to approach end of runway at LOM, 2733'—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000' on E crs ILS within 15 miles.
CAUTION: 2049' tower approximately 4.3 miles SE of Duluth Municipal Airport.
NOTE: When authorized by ATC, DLH DME may be used to position aircraft for straight-in approach at 3000' between R-194 CW to R-281 via 11-mile arc with elimination of procedure turn.
*400-1 required with glide slope inoperative.
**Taft Int: Int 360° bearing from DL LOM and R-320 DLH VOR.
%Bartlett Int: Int 360° bearing from DL LOM and 322° bearing from DLH RBN.
#Lakewood Int: Int 046° bearing from KLL RBN and E crs ILS or 088° bearing from DL LOM.
##Palmer Int: Int R-047 DLH VOR and E crs ILS or 088° bearing from DL LOM.
§No approach lights. No MM.

City, Duluth; State, Minn.; Airport Name, Duluth International; Elev., 1429'; Fac. Class., ILS; Ident., I-DLH; Procedure No. ILS-9, Amdt. 8; Eff. Date, 27 June 64; Sup. Amdt. No. 7; Dated, 6 July 63

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
DL LOM	Clifton Int*	Direct	3000	T-dn	300-1	300-1	200-1/2
DLH VOR	Clifton Int*	Direct	3000	C-d	400-1	500-1	500-1 1/2
				C-n	400-1 1/2	500-1 1/2	500-1 1/2
				S-dn-27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.
 Procedure turn N side of crs, 088° Outbnd, 268° Inbnd, 3000' within 10 miles of Clifton Int.*
 Minimum altitude over Clifton Int.* 2100'.
 Crs and distance, Clifton Int* to airport, 268°—3.3 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing Clifton Int.* climb to 2700', proceed to DL LOM.
CAUTION: 2049' tower 4.3 miles SE of airport.
NOTES: (1) Procedure authorized only for aircraft with dual omni receivers operating simultaneously or Clifton Int* identified by radar. (2) Aircraft on missed approach may be radar controlled after radar identification. (3) When authorized by ATC, DLH DME may be used to position aircraft for straight-in approach at 3000' between R-074 CW to R-194 via 11-mile DME arc with elimination of procedure turn.
 *Clifton Int: Int R-058 DLH-VOR and E crs ILS, or radar fix.

City, Duluth; State, Minn.; Airport Name, Duluth International; Elev., 1429'; Fac. Class., ILS; Ident., I-DLH; Procedure No. ILS-27 (Back Course), Amdt. 1; Eff. Date, 27 June 64; Sup. Amdt. No. Orig.; Dated, 23 June 62

De Pere Int*	LOM (final)	Direct	2200	T-dn***	300-1	300-1	200-1/2
OSH VOR	De Pere Int*	Direct	2500	C-dn	400-1	500-1	500-1 1/2
Pine Grove Int	LOM	Direct	3000	S-dn-68	200-1/2	200-1/2	200-1/2
Wolf Int	LOM	Direct	2500	A-dn	600-2	600-2	600-2
Bear Creek Int	LOM	Direct	2300				
GRB VOR	LOM	Direct	2300				
Sherwood Int	LOM	Direct	2300				
Stadium Int	LOM	Direct	2300				
Waffle Int	LOM	Direct	2300				
Nicollet Int	LOM	Direct	3000				
Freedom Int**	LOM	Direct	2300				

Procedure turn S side of crs, 239° Outbnd, 059° Inbnd, 2300' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2200'.
 Altitude of glide slope and distance to approach end of runway at OM, 2138'—5.0 miles; at MM, 882'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left-climbing turn to 2300', proceed direct to LOM or, when directed by ATC, (1) make left-climbing turn to 2300', proceed direct to GRB VOR or (2) climb to 2300' on NE crs GRB ILS within 20 miles.
NOTE: When authorized by ATC, GRB DME may be used to position aircraft for straight-in approach at 2300' between R-320 counterclockwise to R-215 via 12-mile DME arc with the elimination of procedure turn.
 Other change: Deletes control tower note.
 *De Pere Int: Int OSH VOR R-012 and SW crs ILS.
 **Freedom Int: Int GRB VOR R-204 and SW crs ILS.
 †400-34 required when glide slope not utilized.
 ‡When weather is below 1400-2, aircraft departing southeastbound, flight below 2500' beyond 2 miles from airport is prohibited between radials 113 and 155 inclusive of the GRB VOR due to 2049' tower 7 miles SE of airport.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694'; Fac. Class., ILS; Ident., I-GRB; Procedure No. ILS-6, Amdt. 6; Eff. Date, 27 June 64; Sup. Amdt. No. 5; Dated, 30 Apr. 64

GRB VOR	Stadium Int%	Direct	2300	T-dn#	300-1	300-1	200-1/2
Little Rapids Int†	Stadium Int%	Direct	2300	C-dn	400-1	500-1	500-1 1/2
Clare Int‡	Stadium Int%	Direct	2300	S-dn-24	400-1	400-1	400-1 1/2
Freedom Int*	Stadium Int%	Direct	2300	A-dn	800-2	800-2	800-2
Oneida Int**	Stadium Int%	Direct	2300				
Green Bay LOM	Stadium Int%	Direct	2300				

Procedure turn N side of crs, 059° Outbnd, 239° Inbnd, 2300' within 10 miles of Stadium Int%. No glide slope.
 Minimum altitude over Stadium Int% on final approach crs, 2000'.
 Crs and distance, Stadium Int% to airport, 239°—5.0 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.0 miles after passing Stadium Int%, climb to 2300' on SW crs GRB ILS, proceed to LOM or, when directed by ATC, make right-climbing turn to 2300', proceed direct to GRB VOR.
NOTE: When authorized by ATC, GRB DME may be used to position aircraft for straight-in approach at 2300' between R-001 clockwise to R-082 via 13-mile DME arc with the elimination of procedure turn.
 *Freedom Int: Int GRB VOR R-204 and SW crs ILS.
 **Oneida Int: Int GRB VOR R-181 and SW crs ILS.
 †Little Rapids Int: Int GRB VOR R-164 and SW crs ILS.
 ‡Clare Int: Int GRB VOR R-130 and NE crs ILS.
 §Stadium Int: Int R-099 GRB VOR and NE crs ILS.
 ¶When weather is below 1400-2, aircraft departing southeastbound, flight below 2500' beyond 2 miles from airport is prohibited between radials 113 and 155 inclusive of the GRB VOR due to 2049' tower 7 miles SE of airport.

City, Green Bay; State, Wis.; Airport Name, Austin-Straubel; Elev., 694'; Fac. Class., ILS; Ident., I-GRB; Procedure No. ILS-24 (Back Course), Amdt. 4; Eff. Date, 27 June 64; Sup. Amdt. No. 3; Dated, 30 Apr. 64

Huntsville VOR	Harrison Int*	Via R-165	3000	T-dn	300-1	300-1	200-1/2
Decatur VOR	Harrison Int*	Via R-090	2500	C-dn#	900-1 1/2	900-1 1/2	900-2
				A-dn	1000-2	100-2	1000-2

Procedure turn E side of S crs, 178° Outbnd, 358° Inbnd, 3000' within 10 miles of Harrison Int. No glide slope.
 Minimum altitude over Harrison Int* on final approach crs, 2500'.
 Crs and distance, Harrison Int* to approach end of Runway 36, 368°—3.0 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.0 miles after passing Harrison Int climb to 2600' on N crs ILS (358°) within 20 miles or when directed by ATC, turn left, climb to 2600' on R-157, proceed to HSV VOR.
 Other change: Deletes MSAs.
CAUTION: 1. Circling approaches avoid high terrain and trees 1100' 1.3 miles E of airport. 2. Descent below 2500' not authorized until past Harrison Int Inbnd due to R-2104.
 *Harrison Int: Int HSV ILS S crs and DCU VOR R-090 or HUA VOR R-113.

City, Huntsville; State, Ala.; Airport Name, Huntsville; Elev., 619'; Fac. Class., ILS; Ident., I-HSV; Procedure No. ILS-36 (Back Course), Amdt. 1; Eff. Date, 27 June 64; Sup. Amdt. No. Orig.; Dated, 9 May 64

RULES AND REGULATIONS

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Granby Int*	Webb City Int# (final)	Direct	2700	T-dn	300-1	300-1	200-1/2
JL LOM	Webb City Int#	Direct	2800	C-dn	500-1 1/2	500-1 1/2	500-1 1/2
				S-dn-31	500-1 1/2	500-1 1/2	300-1 1/2
				A-dn	800-2	800-2	800-2

Procedure turn E side of SE crs, 130° Outbnd, 310° Inbnd, 2800' within 10 miles of Webb City Int#. No glide slope.
 Minimum altitude over Webb City Int# on final approach crs, 2700'.
 Crs and distance, Webb City Int# to airport, 310°—5.9 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.9 miles after passing Webb City Int#, climb to 2600' on the NW crs of JLN localizer to JL LOM.
 NOTE: Procedure authorized only when aircraft equipped to receive ILS and VOR simultaneously.
 CAUTION: 2040' tower 11 miles WNW of airport.
 *Granby Int: Int EOS VOR R-051 and SE crs JLN ILS or 130° bearing from JL LOM.
 #Webb City Int: Int EOS-VOR R-357 and SE crs JLN localizer.

City, Joplin; State, Mo.; Airport Name, Joplin Municipal; Elev., 980'; Fac. Class., ILS; Ident., I-JLN; Procedure No. ILS-31, Amdt. 8; Eff. Date, 27 June 64; Sup. Amdt. No. 7; Dated, 9 Nov. 63

LAX RBN	LOM	Direct	3000	T-dn*	300-1	300-1	200-1/2
La Habra Int.	Downey FM/RBN	Direct	3000	C-dn	500-1	600-1	600-1 1/2
LGB VOR	Downey FM/RBN	Direct	3000	S-dn-25L#	200-1 1/2	200-1 1/2	200-1 1/2
LGB VOR	LOM	Direct	3000	A-dn	600-2	600-2	600-2
Wood Int%	LOM	Direct	3000				
LAX VOR	LOM	Direct	3000				
Downey FM/RBN	LOM (final)	Direct	1800				

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 3000' within 10 miles.
 Minimum altitude at glide slope Int Inbnd, 2000'. (Aircraft will maintain 3000' until intercepting glide slope unless otherwise advised by ATC.)
 Altitude of glide slope and distance to approach end of runway at OM, 1830°—5.4 miles; at MM, 335°—0.5 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' on W crs LAX ILS within 20 miles.
 NOTE: If glide slope not received, minimums shall be 500-3/4.
 Other change: Deletes transition from Hollywood Hills FM.
 *Runway Visual Range 2600' also authorized for takeoff on Runways 25L and 25R; provided high-intensity runway lights are operational.
 #Runway Visual Range 2600' also authorized for landing on Runway 25L; provided that all components of the ILS, high-intensity runway lights, approach lights, condenser discharge flashers, outer compass locator and all related airborne equipment are in satisfactory operating condition. Descent below 320' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.
 %Wood Int: Int LGB R-305 and SMO R-007.

City, Los Angeles; State, Calif.; Airport Name, Los Angeles International; Elev., 126'; Fac. Class., ILS; Ident., I-LAX; Procedure No. ILS-25L, Amdt. 26; Eff. Date, 27 June 64; Sup. Amdt. No. 25; Dated, 8 Nov. 62

Downey FM/RBN	LOM (final)	Direct	1800	T-dn*	300-1	300-1	200-1/2
La Habra Int.	Downey FM-RBN	Direct	3000	C-dn	500-1	600-1	600-1 1/2
LGB VOR	Downey FM-RBN	Direct	3000	S-dn-25R	200-1 1/2	200-1 1/2	300-3/4
LGB VOR	LOM	Direct	3000	A-dn	600-2	600-2	600-2
Wood Int%	LOM	Direct	3000				
LAX VOR	LOM	Direct	3000				
LAX RBN	LOM	Direct	3000				

Radar vectoring authorized in accordance with approved patterns.
 Procedure turn S side of crs, 068° Outbnd, 248° Inbnd, 3000' within 10 miles of OM.
 Minimum altitude at glide slope interception Inbnd, 2000'. (Aircraft will maintain 3000' until intercepting glide slope unless otherwise advised by ATC.)
 Altitude of glide slope and distance to approach end of runway at OM, 1830°—5.4 miles; at MM, 335°—0.5 mile. (LOM and LMM located 750' to left of runway centerline.)
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on W crs LAX ILS within 20 miles.
 NOTE: If glide slope not received, minimums shall be 500-3/4.
 Other change: Deletes transition from Hollywood Hills FM.
 *Runway Visual Range 2600' also authorized for takeoff on Runways 25L and 25R in lieu of 200-1/2 when 200-1/2 is authorized; provided high-intensity runway lights are operational.
 #A/C CARRIER NOTE: Due to lack of PAR coverage below 300', privileges of CAR 40.406(c) (Look-see) may be exercised only down to 300-3/4.
 %Wood Int: Int LGB R-305 and SMO R-007.

City, Los Angeles; State, Calif.; Airport Name, Los Angeles International; Elev., 126'; Fac. Class., ILS; Ident., I-LAX; Procedure No. ILS-25R, Amdt. 3; Eff. Date, 27 June 64; Sup. Amdt. No. 2; Dated, 6 July 63

Morey Int	LOM	Direct	2700	T-dn	300-1	300-1	200-1/2
Brooklyn Int*	LOM (final)	Direct	2100	C-dn	600-1	600-1	600-1 1/2
Marshall Int	LOM	Direct	2600	S-dn-36**	200-1 1/2	200-1 1/2	200-1 1/2
				A-dn	600-2	600-2	600-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.
 Procedure turn E side of crs, 170° Outbnd, 359° Inbnd, 2600' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2100'.
 Altitude of glide slope and distance to approach end of runway at OM, 1918°—3.9 miles; at MM, 1056°—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2600' on 359° bearing from LOM within 10 miles or, when directed by ATC, make right-climbing turn to 2600' and proceed direct to Madison LOM.
 NOTES: (1) Final approach from holding pattern at LOM not authorized. Procedure turn required. (2) When weather is below 1500-2, aircraft departing southwest-bound, flight below 2700' beyond 4 miles from airport is prohibited between radials 201 and 257, inclusive, of the TAX VOR due to 2227' tower 9 miles SW of airport. (3) Aircraft on missed approach may be radar controlled after radar identification.
 Other change: Deletes Caution note.
 *Brooklyn Int: Int JVL VOR R-327 and S crs ILS.
 **400-3/4 required when glide slope not utilized.

City, Madison; State, Wis.; Airport Name, Truax Field; Elev., 859'; Fac. Class., ILS; Ident., I-MSN; Procedure No. ILS-36, Amdt. 10; Eff. Date, 27 June 64; Sup. Amdt. No. 9; Dated, 2 Nov. 63

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition		Ceiling and visibility minimums					
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Greensburg Int.	McKeesport RBn (final)	Direct	3000	T-dn	300-1	300-1	200-1/2
Scottdale Int.	McKeesport RBn	Direct	3000	C-dn	500-1	500-1	500-1 1/2
Pittsburgh VOR	McKeesport RBn	Direct	3000	S-dn-27%	300-3/4	300-3/4	300-3/4
GP LOM	McKeesport RBn	Direct	3000	A-dn*	600-2	600-2	600-2
McKeesport RBn	ILS OM (final)	Direct	2700				
Imperial VOR	McKeesport RBn	IRL R-117	3000				
McKeesport RBn	Jeannette Int.	Direct	3000				
Jeannette Int.	McKeesport RBn (final)	Direct	3000				

Radar vectoring authorized in accordance with approved radar patterns.
 Procedure turn S side of crs, 095° Outbnd, 275° Inbnd, 3000' within 10 miles. Nonstandard due to traffic.
 Minimum altitude at glide slope Int Inbnd, 2700'. Glide slope may be intercepted at 3000' over MKP-RBn or 2700' between MKP-RBn and the ILS-OM.
 Altitude of glide slope and distance to approach end of runway at OM, 2615'—4.2 miles; at MM, 1480'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 3000' proceeding to PIT RBn. Hold W right turns, 1-minute pattern, 082° Inbnd.
 *All installed components of the ILS must be operating, otherwise alternate minimums of 800-2 will apply.
 †400-3/4 with glide slope inoperative.

City, Pittsburgh; State, Pa.; Airport Name, Allegheny County; Elev., 1252'; Fac. Class., ILS; Ident., I-AGC; Procedure No. ILS-27, Amdt. 12; Eff. Date, 27 June 64; Sup. Amdt. No. 11; Dated, 14 Sept. 63

JVL VOR	Harlem Int#	Direct	2500	T-dn	300-1	300-1	200-1/2
RFD VOR	Oxford Int	Direct	2500	C-dn	600-1	600-1	600-1 1/2
Afton Int.	Harlem Int#	Direct	2500	S-dn-18	600-1	600-1	600-1
Harlem Int#	Oxford Int (final)	Direct	2200	A-dn	800-2	800-2	800-2
RF LOM	Oxford Int	Direct	2500				

Procedure turn W side of crs, 002° Outbnd, 182° Inbnd, 2500' within 10 miles of Oxford Int.
 Minimum altitude over Oxford Int on final approach crs, 2200'.
 Crs and distance, Oxford Int to airport, 182°—4.9 miles.
 No glide slope. No outer marker or middle marker.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing Oxford Int, climb to 2000' and proceed to RFD LOM or, when directed by ATC, make right-climbing turn to 2500', proceed direct to RFD-VOR.
 NOTES: (1) Procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously. (2) When authorized by ATC, RFD DME may be used to position aircraft for straight-in approach at 2500' between R-270 CW to R-030 via 12-mile DME arc with elimination of procedure turn.
 #Harlem Int: Int R-063 RFD-VOR and N crs ILS.

City, Rockford; State, Ill.; Airport Name, Greater Rockford; Elev., 735'; Fac. Class., ILS; Ident., I-RFD; Procedure No. ILS-18 (Back Course), Amdt. 2; Eff. Date, 27 June 64; Sup. Amdt. No. 1; Dated, 7 Dec. 63

Rochelle Int	LOM (final)	Direct	2000	T-dn	300-1	300-1	200-1/2
PLL VOR	LOM	Direct	2500	C-dn	400-1	500-1	500-1 1/2
RFD VOR	LOM	Direct	2000	S-dn-36	200-1/2	200-1/2	200-1/2
Belvedere Int	LOM	Direct	2500	A-dn	600-2	600-2	600-2
JVL VOR	LOM	Direct	*2500				
Malta Int.	LOM	Direct	2500				
Creston Int#	South crs ILS (final)	Via R-150 RFD-VOR.	2000				

Procedure turn E side of crs, 182° Outbnd, 002° Inbnd, 2000' within 10 miles.
 Minimum altitude at glide slope interception Inbnd, 2000'.
 Altitude at glide slope and distance to approach end of runway at LOM, 1966'—4.5 miles; at LMM, 923'—0.6 mile.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make left-climbing turn to 2500', proceed direct to RFD VOR or, when directed by ATC, (1) climb to 2500' on N crs of ILS within 15 miles, (2) make left-climbing turn to 2000' direct to LOM.
 NOTE: When authorized by ATC, RFD DME may be used to position aircraft for straight-in approach at 2000' between R-240 CCW to R-155 via 15-mile DME arc with elimination of procedure turn.
 *2000' after passing RFD VOR R-090.
 #Creston Int: Int R-150 RFD VOR and R-085 PLL VOR.

City, Rockford; State, Ill.; Airport Name, Greater Rockford; Elev., 735'; Fac. Class., ILS; Ident., I-RFD; Procedure No. ILS-36, Amdt. 5; Eff. Date, 27 June 64; Sup. Amdt. No. 4; Dated, 7 Dec. 63

6. By amending the following radar procedures prescribed in § 97.19 to read:

RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Radar terminal area maneuvering altitudes by sectors and limiting distance				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
290°	045°	Within 30 mi.	1900	Surveillance approach T-dn..... C-dn..... S-dn-15, 33..... A-dn.....			
045°	290°	20 mi.	1900		300-1	300-1	200-1½
					400-1	500-1	500-1½
					400-1	400-1	400-1
					800-2	800-2	800-2

All bearings and distances are from radar antenna site with sector azimuths progressing clockwise. Radar control must provide 3-mile or 1000'-vertical separation; or 3-to 5-mile and 600'-vertical separation from the following towers: 1949—16.5 miles, SW; 1949—17 miles WSW and 1049—0.5 miles WSW.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runway 15: turn right, climb to 2000' on JAN VOR R-163 within 20 miles. Runway 33: climb to 2000' on JAN VOR R-151; proceed to JAN VOR.

City, Jackson; State, Miss.; Airport Name, Thompson Field; Elev., 345'; Fac. Class., Jackson; Ident., Radar; Procedure No. 1, Amdt. Orig.; Eff. Date, 27 June 64

PROCEDURE CANCELLED, EFFECTIVE 27 JUNE 1964.

City, Wichita; State, Kans.; Airport Name, Municipal; Elev., 1332'; Fac. Class., Wichita; Ident., Radar; Procedure No. 1, Amdt. 3; Eff. Date, 30 Apr. 64; Sup. Amdt. No. 2; Dated, 2 Mar. 63

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), and 601 of the Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., May 22, 1964.

G. S. MOORE,
Director, Flight Standards Service.

[F.R. Doc. 64-5412; Filed, June 23, 1964; 8:45 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER D—SPECIAL REGULATIONS

[Reg. SPR-11]

PART 375—NAVIGATION OF FOREIGN CIVIL AIRCRAFT WITHIN THE UNITED STATES

Commercial Transport Operations

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 19th day of June 1964.

In Order E-20788, adopted May 5, 1964, the Board clarified its policy with respect to the issuance of permits for the navigation of foreign civil aircraft within the United States in commercial transport operations under section 1108(b) of the Act and Part 375 of the Special Regulations. The Board pointed out that section 1108(b) does not confer upon it power to authorize common carriage operations, that the authority that may be granted thereunder is quite limited, and that only under certain circumstances may it be used to authorize operations of any magnitude. The Board further stated that it would authorize cargo operations on one of two bases either (1) as sporadic plane-load charters, pursuant to individual, short-term contracts; or (2) pursuant to long-term contracts, of six months or longer, where the operation is on a continuing basis. Further specific qualifications were attached to each category of operations.

The Board has decided that this clarification of policy should be formalized

by incorporating it in the regulations as an amendment to Part 375.

Since this amendment is merely a clarification of existing policy, notice and public procedure hereon are unnecessary, and the amendment may be made effective immediately. However, comments (10 copies) of interested persons submitted to the Docket Section, Civil Aeronautics Board, Washington, D.C., 20428, on or before July 13, 1964, will be considered by the Board, and the regulation may be further amended in the light of such comments.

In consideration of the foregoing, the Board hereby amends Part 375 of the Special Regulations (14 CFR Part 375), effective June 19, 1964, as follows:

1. By amending § 375.42(b) (3) (i) and (ii) (a) and (b) to read as follows:

§ 375.42 Commercial transport operations.

(b) *Nature of privilege conferred by permit.* * * * (3) Subject to the provisions of this part, an applicant may be issued a permit authorizing one or the other of the following two types of commercial transport operations, but not both:

(i) *Occasional plane-load charters.* Occasional plane-load charters may be authorized where, because of their limited nature and extent, special equipment or facilities utilized, or other circumstances pertaining to them, it appears that they are not within the scope of the applicant's normal holding out of

transportation services to the general public. Such charters are normally limited to those in which the entire capacity of the aircraft is engaged by a single charterer, and since they are occasional in nature, should not exceed for any one applicant more than six flights during a year's period. Applicants are required to make full disclosure concerning the identity and business of the charterer. Generally speaking, the kinds of so-called charters that will not be authorized under this regulation are those that involve solicitation of the general public such as is usually involved in the transportation of individually ticketed passengers or individually way-billed cargo, or in which the charterer is a travel agent, a broker, an air freight forwarder or any other organization that holds itself out to the general public to provide transportation services.

(ii) *Continuing cargo operations for one or more contractors.* (a) Continuing cargo operations for one or more contractors may be permitted where it has been established by the applicant that the proposed operation is not within the scope of the applicant's normal holding out of transportation services to the general public. Authorizations of this type to serve up to 10 different contractors during any 12-month period may be granted unless other facts and circumstances impose a more stringent limitation, and provided that there is no rapid turnover of contractors.

(b) The provisions of the contract between the applicant and the contractor

are important. The type of contract most likely to qualify for authorization hereunder is one which meets the following conditions: (1) The contract provides for continuing operations over a period of six months or longer; (2) the contract calls for an absolute or minimum number of flights, or for an absolute or minimum volume of cargo to be transported; and (3) the shipper guarantees to the carrier the specified number of flights or the specified volume of cargo, or the specified minimum number of flights or the specified minimum volume of cargo, and agrees to pay for that capacity whether or not used.

2. By amending § 375.42(d) to read as follows:

(d) *Issuance of permit.* If upon examination of the application, all supporting documents, and other information available to it, the Board is of the opinion that the application is in order and that the proposed operation either by itself or in conjunction with other operations of the operator to or from the United States is in the interest of the public and does not disclose any apparent violation of section 402 of the Act, or any other applicable provision of law, it will issue a permit for a period not in excess of 90 days to the applicant authorizing the conduct of the flights set forth in the application: *Provided*, that the maximum number of flights or volume of cargo that will be authorized pursuant to each contract for continuing cargo operations will not exceed the minimum specified therein by more than 20 percent, if the contract specifies a minimum and a maximum.

(Sec. 204(a), 1108(b) of the Federal Aviation Act of 1958; 72 Stat. 743, 798; 49 U.S.C. 1324, 1508)

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-6275; Filed, June 23, 1964; 8:49 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. Q]

PART 217—PAYMENT OF INTEREST ON DEPOSITS

Extension of Maturity

§ 217.136 Deposit contract providing for three months' maturity with option to withdraw on ninety days' notice.

(a) The Board of Governors has recently considered an inquiry as to whether a deposit contract of the following nature complies with this part.

(b) The contract provides in effect that each deposit will mature 3 months after deposit, except that the whole or any part of the deposit may be withdrawn "before such maturity" at the expiration of either 90 days' or 30 days' written notice; that any part not withdrawn at maturity or pursuant to notice

of withdrawal will be deemed to be re-deposited for an additional 3-month period dating from the end of the original period, subject to the same terms and conditions; and that, if not withdrawn, the deposit will be similarly renewed for successive 3-month periods up to an aggregate period of 2 years. Interest would be paid at a rate of 4 per cent (the maximum rate currently permitted by this part in the case of time deposits maturing in 90 days or more), except that, if withdrawn pursuant to 30 days' notice, the rate would be one per cent per annum (the maximum rate in the case of time deposits maturing in less than 90 days) from the beginning of the "renewal period" in which the deposit is withdrawn.

(c) Where a time deposit contract provides for payment on a specified maturity date and also affords the depositor the alternative of withdrawing the deposit pursuant to a notice of withdrawal, the two withdrawal privileges are incompatible if the depositor gives a notice of withdrawal that would expire after the specified maturity date, unless the giving of such notice is regarded as equivalent to an extension of the specified maturity and as supplanting that maturity. In other words, as applied to the form of deposit contract above described, if the deposit is initially made on January 1 to mature on March 31 (that is, after 90 days), and if on March 1 the depositor gives 90 days' notice of withdrawal, so that the period of such notice would expire after the original maturity date, the March 1 notice of withdrawal would not be revocable but must be construed as extending the maturity of the deposit from March 31 to May 29. Any other construction of such a contract would have the effect of permitting a member bank to agree to pay interest at a rate of 4 per cent on a deposit that could be withdrawn within less than 90 days.

(12 U.S.C. 248(i). Interprets and applies 12 U.S.C. 371b and 461)

Dated at Washington, D.C., this 15th day of June 1964.

BOARD OF GOVERNORS OF
THE FEDERAL RESERVE
SYSTEM,

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 64-6240; Filed, June 23, 1964; 8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 17—BAKERY PRODUCTS; DEFINITIONS AND STANDARDS OF IDENTITY

Optional Use of Wheat Gluten in Specified Kinds of Bread; Confirmation of Effective Date

In the matter of amending the definitions and standards of identity for bak-

ery 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 (21 CFR 17.1, 17.2, 17.3, 17.4, 17.5).

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919; 72 Stat. 948; 21 U.S.C. 341, 371) and in accordance with the authority delegated to the Commissioner of Food and Drugs 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 April 22, 1964 (29 F.R. 5393), amending the standards of identity to provide for the optional use of wheat gluten in specified kinds of bread in loaf form. Accordingly, the amendments promulgated by that order will become effective June 21, 1964.

(Secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919; 72 Stat. 948; 21 U.S.C. 341, 371)

Dated: June 18, 1964.

J. K. KIRK,
*Acting Commissioner of
Food and Drugs.*

[F.R. Doc. 64-6272; Filed, June 23, 1964; 8:49 a.m.]

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

OCTAFLUOROCYCLOBUTANE

The Commissioner of Food and Drugs, having evaluated data in a petition (FAP 1395) filed by E. I. du Pont de Nemours and Co., Wilmington, Delaware, 19898, and other relevant material, has concluded that an amendment to § 121.1065 should issue to provide for the use of propane as an optional component with octafluorocyclobutane as a propellant and aerating agent in foamed and sprayed food products. 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), the food additive regulations are amended as follows.

Section 121.1065(b) is amended to read:

§ 121.1065 Octafluorocyclobutane.

(b) The additive is used or intended for use alone or with one or more of the following substances: Carbon dioxide, nitrous oxide, and propane, as a propellant and aerating agent for foamed or sprayed food products, except for those standardized foods that do not provide for such use.

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, D.C., 20201, 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: June 9, 1964.

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

[F.R. Doc. 64-6273; Filed, June 23, 1964;
8:49 a.m.]

Title 29—LABOR

Subtitle A—Office of the Secretary of Labor

PART 7—PRACTICE BEFORE WAGE APPEALS BOARD

Pursuant to R.S. 161 (5 U.S.C. 22) and Reorganization Plan No. 14 of 1950 (3 CFR, 1949-1953 Comp., p. 1007), Title 29 of the Code of Federal Regulations is hereby amended by adding thereto a new part which adopts the recommendations of the Wage Appeals Board concerning the rules which it regards as being necessary or appropriate for the conduct of its proceedings with respect to the matters delegated to the Board in Secretary of Labor's Order 32-63 (29 F.R. 118, 761).

The provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003) which require notice of proposed rule making, opportunity for public participation, and delay in effective date, are not applicable because these rules are procedural and involve only matters relating to public contracts. I do not believe such participation and delay will serve a useful purpose here. Accordingly, this amendment shall be effective upon publication in the FEDERAL REGISTER.

The new part, designated as Part 7, reads as follows:

Subpart A—Purpose and Scope

Sec.

7.1 Purpose and scope.

Subpart B—Review of Wage Determinations

- 7.2 Who may file petitions for review.
- 7.3 Where to file.
- 7.4 When to file.
- 7.5 Contents of petitions.
- 7.6 Filing of wage determination record by Solicitor.
- 7.7 Presentations of other interested persons.
- 7.8 Disposition by the Wage Appeals Board.

Subpart C—Review of Other Proceedings and Related Matters

Sec.

- 7.9 Review of debarment and liquidated damages proceedings.
- 7.10 Review of decisions of the Solicitor other than those in wage determination, debarment, or liquidated damages proceedings.

Subpart D—Some General Procedural Matters

- 7.11 Right to counsel.
- 7.12 Intervention.
- 7.13 Consolidations.
- 7.14 Oral proceedings.
- 7.15 Public information.

AUTHORITY: The provisions of this Part 7 issued under Reorg. Plan No. 14 of 1950, 64 Stat. 1267; 5 U.S.C. 22, 3 CFR, 1949-1953 Comp., p. 1007. Additional authority is cited in parenthesis following sections affected.

Subpart A—Purpose and Scope

§ 7.1 Purpose and scope.

(a) This part contains the rules of practice of the Wage Appeals Board established by Secretary of Labor's Order 32-63 (29 F.R. 188, 761). The rules implement the recommendations of the Board regarding the conduct of its proceedings.

(b) The Board has jurisdiction to decide, in its discretion, appeals concerning questions of law and fact from decisions of the Solicitor with regard to the following: (1) Wage determinations issued under the Davis-Bacon Act and its related minimum wage statutes; (2) debarment cases arising under Part 5 of this subtitle; (3) controversies concerning the payment of prevailing wage rates or proper classifications which involve significant sums of money, large groups of employees, or novel or unusual situations; and (4) recommendations of a Federal agency for appropriate adjustment of liquidated damages which are assessed under the Contract Work Hours Standards Act.

(c) In considering the matters within the scope of its jurisdiction, the Wage Appeals Board shall act as the authorized representative of the Secretary of Labor. The Board shall act as fully and finally as might the Secretary of Labor concerning such matters.

Subpart B—Review of Wage Determinations

§ 7.2 Who may file petitions for review.

(a) Any interested person who is seeking a modification or other change in a wage determination of the Solicitor under the Davis-Bacon Act or its related acts (or related decision under § 1.3(c) of this subtitle), and who has requested the Solicitor to make such a modification or other change, may file a petition for review of the action taken by the Solicitor.

(b) For purpose of this section, the term "interested person" is considered to include, without limitation: (1) Any contractor, or an association representing a contractor, who is likely to seek or to work under a contract containing a particular wage determination, or any laborer or mechanic, or any labor organization which represents a laborer or mechanic, who is likely to be employed

or to seek employment under a contract containing a particular wage determination, and (2) any Federal, State, or local agency concerned with the administration of a proposed contract or a contract containing a particular wage determination issued pursuant to the Davis-Bacon Act or any of its related statutes.

§ 7.3 Where to file.

The original (and four copies) of the petition shall be filed with the Wage Appeals Board, United States Department of Labor, Washington, D.C. In addition, copies of the petition shall be served personally or by mail upon each of the following: (a) The Federal, State, or local agency involved, as the case may be; (b) the Solicitor of Labor, United States Department of Labor, Washington, D.C., and (c) any other person (or the authorized representatives of such persons) known or reasonably expected to be interested in the subject matter of the petition. A signed statement of the service required by this section shall be filed with the Wage Appeals Board.

§ 7.4 When to file.

Requests for review of wage determinations should be timely made. Timeliness is dependent upon the pertinent facts and circumstances involved. Such facts and circumstances include the contract schedule of the administering agency, the nature of the work involved, its location, and any other relevant factors.

§ 7.5 Contents of petitions.

(a) A petition for the review of a wage determination shall: (1) Be in writing and signed by the petitioner or his counsel (or other authorized representative); (2) be described as a petition for review by the Wage Appeals Board; (3) identify clearly the wage determination, location of the project or projects in question, and the agency concerned; (4) state that the petitioner has requested the Solicitor to modify or otherwise change the wage determination in question, and describe briefly the action taken by the Solicitor; (5) contain a short and plain statement of the grounds for review; and (6) be accompanied by supporting data, views, or arguments.

(b) A petition shall indicate whether or not the petitioner consents to the disposition of the questions involved by a single member of the Board.

§ 7.6 Filing of wage determination record by the Solicitor.

When the Solicitor receives a copy of a petition seeking review of a wage determination, he shall forthwith file with the Wage Appeals Board the record relating to the making of the wage determination, or portion thereof in question. In his discretion or at the request of the Board, the Solicitor shall in addition file with the Board a statement setting forth his views concerning any findings challenged in the petition.

§ 7.7 Presentations of other interested persons.

Interested persons other than the petitioner shall have a reasonable opportunity to submit to the Board written

data, views, or arguments relating to the petition. Such matter should be filed with the Wage Appeals Board, United States Department of Labor, Washington, D.C. What is a reasonable opportunity is dependent upon the facts and circumstances of each case, such as the contract schedule of the agency involved, the nature of the work involved, and its location.

§ 7.8 Disposition by the Wage Appeals Board.

(a) When the Wage Appeals Board in its discretion reviews a wage determination, it shall dispose of the case upon the basis of all relevant matter contained in the entire record before it. The Board shall notify all interested persons participating in the proceeding of its decision.

(b) The Board may decline review of any case whenever in its judgment a review would be inappropriate or because of lack of timeliness, the nature of the relief sought, or other reasons.

Subpart C—Review of Other Proceedings and Related Matters

§ 7.9 Review of debarment and liquidated damages proceedings.

(a) In any proceedings held under § 5.6(c), 5.6(d), or 5.8(b), of this subtitle for review of debarment (including removal from debarment) cases and liquidated damages cases, any party may file with the Wage Appeals Board, within a reasonable time after the decision by the Solicitor, a petition for review.

(b) The petition shall state concisely the points relied upon, and shall be accompanied by a statement setting forth supporting reasons. Further, the petition shall indicate whether or not the petitioner consents to the disposition of the questions involved by a single member.

(c) A copy of the presentation shall be served personally or by mail upon the Solicitor. Upon receipt of such a copy, the Solicitor shall transmit to the Board the record of proceedings.

(d) In his discretion or at the request of the Board the Solicitor shall file with the Board an expression of his views concerning the points raised in the petition. When the Wage Appeals Board in its discretion reviews the Solicitor's decision, it shall pass upon the points raised in the petition upon the basis of the entire record before it, and shall notify the parties to the proceeding of its decision.

§ 7.10 Review of decisions of the Solicitor other than those in wage determination, debarment, or liquidated damages proceedings.

(a) The Wage Appeals Board may review in its discretion, decisions of the Solicitor relating to controversies concerning the payment of prevailing wage rates or proper classifications which involve significant sums of money, large groups of employees, or novel or unusual situations which arise under the Davis-Bacon Act and its related acts and the rules published in Parts 1, 3, and 5 of this subtitle, but which do not arise in proceedings reviewable under §§ 7.8 and 7.9 of this part. The procedures for

such review shall be those specified in the remaining paragraphs of this section or any other appropriate procedure upon adequate notice to the interested persons or parties.

(b) Decisions of the Solicitor rendered under § 5.11(b) of this subtitle shall be reviewable in the manner prescribed in § 7.9 of this part.

(c) Interested persons or parties may request review by the Board of any decision of the Solicitor rendered under § 5.5(a)(1)(ii) or § 5.12 of this subtitle which meets the standards prescribed in paragraph (a) of this section. The decisions of the Solicitor shall be reviewable in the manner prescribed in § 7.9 of this part, except that, in addition to the requirements therein stated, the petition for review shall set forth facts showing that the question or questions presented concern the payment of prevailing wage rates or proper classifications which involve significant sums of money, large groups of employees, or novel or unusual situations.

Subpart D—Some General Procedural Matters

§ 7.11 Right to counsel.

Each interested person or party shall have the right to appear in person or by or with counsel or other qualified representative in any proceeding before the Board.

§ 7.12 Intervention.

For good cause shown, the Wage Appeals Board may permit any interested person or party to intervene in any proceeding held by the Board. A petition to intervene shall be in writing, and shall state with precision and particularity: (a) The petitioner's relationship to the matters involved in the proceedings, and (b) the nature of the presentation which he would make.

§ 7.13 Consolidations.

Upon its own initiative or upon motion of any interested person or party, the Board may consolidate in any proceeding or concurrently consider two or more appeals which involve substantially the same persons or parties, or issues which are the same or closely related, if it finds that such consolidation or concurrent view will contribute to a proper dispatch of its business and to the ends of justice, and it will not unduly delay consideration of any such appeals.

§ 7.14 Oral proceedings.

(a) With respect to any proceeding before it, the Board may upon its own initiative or upon the request of any interested person or party direct the interested persons or parties to appear before the Board or its designee at a specified time and place in order to simplify the issues presented or to take up any other matters which may tend to expedite or otherwise facilitate the disposition of the proceeding.

(b) In its discretion, the Board, or a single presiding member, may permit oral argument in any proceeding. The Board, or the presiding member, shall prescribe the time and place for such argument.

(c) In its discretion, the Board may remand any case to the Solicitor for further proceedings.

§ 7.15 Public information.

(a) Subject to the provisions of §§ 1.15, 5.6(a)(3), and 5.6(c)(1) of this subtitle, all papers and documents made a part of the official record in the proceedings of the Board and decisions of the Board shall be made available for public inspection during usual business hours at the office of the Board in Washington, D.C.

(b) Facsimile copies of such papers, documents, and decisions shall be furnished upon request. There shall be a charge of 25 cents for each facsimile page reproduction except for copies of materials duplicated for distribution for no charge as provided in paragraph (c). Postal fees in excess of domestic first class postal rates as are necessary for transmittal of copies will be added to the per-page fee specified unless stamps or stamped envelopes are furnished with the request.

(c) No charge need be made for furnishing: (1) Unauthenticated copies of any rules, regulations, or decisions of general import, (2) copies to agencies which will aid in the administration of the Davis-Bacon Act and related acts, (3) copies to contractor associations and labor organizations for general dissemination of the information contained therein, and (4) only occasionally unauthenticated copies of papers and documents.

(Sec. 501, 65 Stat. 290, 5 U.S.C. 140)

Signed at Washington, D.C., this 17th day of June 1964.

W. WILLARD WIRTZ,
Secretary of Labor.

[F.R. Doc. 64-6247; Filed, June 23, 1964; 8:46 a.m.]

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 202—ANCHORAGE REGULATIONS

PART 203—BRIDGE REGULATIONS

PART 207—NAVIGATION REGULATIONS

Miscellaneous Amendments

1. Pursuant to the provisions of section 1 of an Act of Congress approved April 22, 1940 (54 Stat. 150; 33 U.S.C. 180), § 202.60 is hereby amended abrogating paragraphs (l), (m), and (m-1), redesignating paragraph (k-1) as (l), and prescribing new paragraphs (l-1), (l-2), (m), (m-1) and (m-2) redesignating the limits of and changing the names of existing special anchorage areas and establishing two new areas in Flushing Bay, New York, wherein vessels not more than 65 feet in length, when at anchor, shall not be required to carry or exhibit anchor lights, effective 30

days after publication in the FEDERAL REGISTER, as follows:

§ 202.60 Port of New York and vicinity.

(1) *Flushing Bay, north area.* * * * *
 (1-1) *Flushing Bay, north central area.* That portion of East River Anchorage No. 10 (described in § 202.155) on the east side of Flushing Bay, southward of a line projecting due west from the tank located on the north side of the foot of 15th Avenue, College Point, eastward of a line parallel to, and 50 feet east of the east channel line in Flushing Bay, and northward of a line ranging 42° from Flushing Bay Light 8 on the north end of the dike.

(1-2) *Flushing Bay, south central area.* That portion of East River Anchorage No. 10 (described in § 202.155) on the east side of Flushing Bay, southward of a line ranging 52° from a point at latitude 40°46'29", longitude 73°51'16"; eastward of a line parallel to, and 50 feet east of the east channel line in Flushing Bay, and northward of a line ranging 67° from a point at latitude 40°46'12", longitude 73°51'06" to the shore.

(m) *Flushing Bay, southeast area.* That portion of East River Anchorage No. 10 (described in § 202.155) south of a line ranging 60° from the northeasterly corner of the municipal pier at the Flushing Bay Boat Basin toward the stack (latitude 40°45'54", longitude 73°50'29") of the New York City Asphalt Plant.

(m-1) *Flushing Bay, southwest area.* That portion of East River Anchorage No. 10 (described in § 202.155) southwest of the breakwater, projecting offshore and southeast of La Guardia Airport; southerly of a line extending from the offshore end of the breakwater at latitude 40°45'53", longitude 73°51'06" to Flushing Bay Light 12 on the southerly end of the dike; westerly of a line extending from Flushing Bay Light 12 to a point at latitude 40°45'48", longitude 73°51'00"; northwesterly of a line ranging 229° from the point at latitude 40°45'48", longitude 73°51'00" to the shore.

(m-2) *Flushing Bay, west area.* That portion of East River Anchorage No. 10 (described in § 202.155) adjacent to the northeasterly side of La Guardia Airport, easterly of a line ranging 39° from the control tower at La Guardia Airport to College Point Reef Light, southward of a line extending due west from the tank on the north side of the foot of 15th Avenue, College Point, westward of a line parallel to, and 100 feet west of the west channel line in Flushing Bay and northerly of a line extending due west from Flushing Bay Light 8 on the north end of the dike.

NOTE: The anchoring of vessels and placing of temporary moorings in anchorage areas described in paragraphs (m) and (m-1) of this section will be under the jurisdiction, and at the discretion of the local Harbor Master appointed by the City of New York.

[Regs., June 5, 1964, 1507-32 (Flushing Bay, N.Y.)—ENG CW-ON] (Sec. 1, 54 Stat. 150; 33 U.S.C. 180)

2. Pursuant to the provisions of section 7 of the River and Harbor Act of March 4, 1915 (38 Stat. 1053; 33 U.S.C. 471), § 202.196 is hereby amended in its entirety redesignating the boundaries of an anchorage area and prescribing regulations to govern its use in Sabine Pass Channel, Sabine Pass, Texas, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 202.196 Sabine Pass Channel, Sabine Pass, Tex.

(a) *The anchorage area.* The navigable waters of Sabine Pass within a trapezoidal area 1,500 feet wide and varying uniformly in length from 5,800 feet to 3,000 feet with the long side adjacent to the northeasterly edge of Sabine Pass Channel at a location opposite the town of Sabine Pass.

(b) *The regulations.* (1) The anchorage area is for the temporary use of vessels of all types, but especially for naval and merchant vessels awaiting weather and tidal conditions favorable to the resumption of their voyages.

(2) Except when stress of weather or adverse tides or currents make sailing impractical or hazardous, vessels shall not anchor in the anchorage area for periods exceeding 48 hours unless expressly authorized by the Captain of the Port to anchor for longer periods.

(3) Vessels shall not anchor so as to obstruct the passage of other vessels proceeding to or from available anchorage spaces.

(4) Anchors shall not be placed channelward from the anchorage area, and no portion of the hull or rigging of any anchored vessel shall extend channelward from the limits of the anchorage area.

(5) Vessels using spuds for anchors shall anchor as close to shore as practicable having due regard for the provisions in subparagraph (3) of this paragraph.

(6) Fixed moorings, piles or stakes, and floats or buoys for marking anchorages or moorings in place are prohibited.

(7) Whenever the maritime or commercial interests of the United States so require, the Captain of the Port is hereby empowered to shift the position of any vessel anchored or moored within or outside of the anchorage area including any vessel which is moored or anchored so as to obstruct navigation or interfere with range lights.

[Regs., June 5, 1964, 1507-32 (Sabine Pass Channel, Tex.)—ENG CW-ON] (Sec. 7, 38 Stat. 1053; 33 U.S.C. 471)

3. Pursuant to the provisions of section 7 of the River and Harbor Act of March 4, 1915 (38 Stat. 1053; 33 U.S.C. 471), § 202.224 is hereby amended with respect to paragraph (a) revising subparagraph (7) (i) and (ii) to extend Anchorage 7 (Temporary) in San Francisco Bay, California, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 202.224 San Francisco Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, San Joaquin River, and connecting waters, Calif.

(a) *San Francisco Bay.* * * *

(7) *Anchorage 7 (Temporary).* (i) That portion of San Francisco Bay bounded by the westerly shore of Treasure Island and the following lines: Beginning at the most westerly shore of Treasure Island at a point bearing 89°, 4,135 yards from Alcatraz Light; thence to points which are the following bearings and distances from Alcatraz Light: 73°30', 3,100 yards; 65°00', 2,040 yards; 117°40', 2,087 yards; 122°30', 3,730 yards; 111°00', 4,167 yards; 109°30', 3,833 yards; 98°30', 4,583 yards.

(ii) That portion of this anchorage lying westerly of a line having a bearing of 311°30' from Pier E of the San Francisco-Oakland Bay Bridge is reserved for the use of vessels while undergoing examination by quarantine, customs, immigration, Coast Guard, and other governmental authorities. Upon completion of these examinations, vessels shall promptly move out of this portion of the anchorage.

[Regs., June 5, 1964, 1507-32 (San Francisco Bay, Calif.)—ENG CW-ON] (Sec. 7, 38 Stat. 1053; 33 U.S.C. 471)

4. Pursuant to the provisions of section 5 of the River and Harbor Act of August 18, 1894 (28 Stat. 362; 33 U.S.C. 499), § 203.740 is hereby amended with respect to paragraph (a) by redesignating subparagraph (1) as (1-a) and prescribing a new subparagraph (1) to govern the operation of a new highway bridge in Youngs Bay, Oregon, effective 30 days after publication in the FEDERAL REGISTER, as follows:

§ 203.740 Youngs Bay, Walluski River, Lewis and Clark River, Skipanon River, John Day River, Blind Slough, and Clatskanie River, Oregon; bridges.

(a) * * *

(1) Highway bridge across Youngs Bay at Smith Point, one long blast followed quickly by two short blasts.

(1-a) Spokane, Portland & Seattle Railway bridge across Youngs Bay at Smith Point, one long blast followed quickly by one short blast.

[Regs., June 4, 1964, 1507-32 (Youngs Bay at Smith Point, Ore.)—ENG CW-ON] (Sec. 5, 28 Stat. 362; 33 U.S.C. 499)

5. Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), § 207.174 governing the use of a seaplane restricted area in the Gulf of Mexico, Key West, Florida, is hereby revoked, effective on publication in the FEDERAL REGISTER, since the area is no longer needed, as follows:

§ 207.174 Gulf of Mexico, seaplane restricted area, Naval Air Station, Key West, Fla. [Revoked].

[Regs., June 5, 1964, 1507-32 (Gulf of Mexico, Fla.)—ENG CW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

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

[F.R. Doc. 64-6248; Filed, June 23, 1964; 8:46 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 17—MAIL ADDRESSED TO MILITARY POST OFFICES OVERSEAS; REVISION

Correction

In F.R. Doc. 64-5931, appearing at page 7765 of the issue of Thursday, June 18, 1964, the following section heading and parenthetical note should be inserted immediately preceding the tabular material appearing on page 7766:

§ 17.2 Conditions applicable to mail addressed to certain military post offices overseas.

(Prefix N denotes a Navy number; other numbers are Army or Air Force post offices)

PART 25—FOURTH CLASS

PART 33—METER STAMPS

Miscellaneous Amendments

The regulations of the Post Office Department are amended as follows:

§ 25.2 [Amendment]

I. In § 25.2 *Classification*, as amended by 29 F.R. 285, make the following changes:

A. Paragraph (a) is amended for the purpose of clarification and to reflect the discontinuance of the use of the terms "Educational Materials" and "Library Materials" for marking articles. Wrappers or envelopes on hand bearing these markings may be used until exhausted.

B. In paragraph (b), subparagraph (5) is added.

Paragraphs (a) and (b) (5) read as follows:

§ 25.2 Classification.

(a) *Description*. (1) Fourth-class mail includes merchandise, printed matter, mailable live animals, and other matter not included in the first-, second-, or third-class.

(2) Zone rates in § 25.1(a) are applicable to all fourth-class mail, except that items described in § 25.1 (b), (c), and (d) may be mailed at the special rates shown in those paragraphs if desired.

(3) Catalogs and similar printed advertising matter in bound form, having 24 or more pages at least 22 of which are printed, weighing 16 ounces or more but not exceeding 10 pounds, may be accepted at the zone rates in § 25.1 (b) (1) and (2).

(4) Only the following specifically described articles may be mailed at the Special Fourth-Class Rate provided by § 25.1(c):

(i) Books of 24 pages or more, at least 22 of which are printed, permanently bound for preservation consisting wholly of reading matter or scholarly bibliography or reading matter with incidental blank spaces for notations and containing no advertising matter other than

incidental announcements of books. Advertising includes paid advertising and publishers' own advertising. Advertising may be in display, classified, or editorial style. The identification statement "Special Fourth-Class Rate—Books" must be placed conspicuously on the address side of each package.

(ii) 16-millimeter films, which must be positive prints in final form for viewing, and 16-millimeter film catalogs of 24 pages or more, at least 22 of which are printed, except films and film catalogs sent to commercial theaters. The identification statement "Special Fourth-Class Rate—16 mm Films" or "16 mm Film Catalog" must be placed conspicuously on the address side of each package.

(iii) Printed music whether in bound form or in sheet form. The identification statement "Special Fourth-Class Rate—Printed Music" must be placed conspicuously on the address side of each package.

(iv) Printed objective test materials and accessories thereto used by or in behalf of educational institutions for testing ability, aptitude, achievement, interests, and other mental and personal qualities with or without answers, test scores, or identifying information recorded thereon in writing or by mark. The identification statement "Special Fourth-Class Rate—Objective Test Materials" must be placed conspicuously on the address side of each package.

(v) Sound recordings, including incidental announcements of recordings and guides or scripts prepared solely for use with such recordings. The identification statement "Special Fourth-Class Rate—Sound Recordings" must be placed conspicuously on the address side of each package.

(vi) Manuscripts for books, periodical articles, and music. The identification statement "Special Fourth-Class Rate—Manuscript" must be placed conspicuously on the address side of each package.

(vii) Printed educational reference charts, permanently processed for preservation. The identification statement "Special Fourth-Class Rate—Educational Reference Charts" must be placed conspicuously on the address side of each package.

(viii) Looseleaf pages, and binders therefor, consisting of medical information for distribution to doctors, hospitals, medical schools, and medical students. The identification statement "Special Fourth-Class Rate—Medical Information" must be placed conspicuously on the address side of each package.

NOTE: When two or more articles described in this section are mailed in the same package, the appropriate descriptive terms shall be combined in the identification statement placed on the address side. Example: "Special Fourth-Class Rate—Books and Sound Recordings."

(5) Only the articles specifically described in this subparagraph may be mailed at the fourth-class library rate

provided by § 25.1(d). The identification statement "Library Rate" must be placed conspicuously on the address side of each package. Each package must show in the address or the return address the name of a school, college, university, public library, or the name of a non-profit religious, educational, scientific, philanthropic, agricultural, labor, veterans, or fraternal organization or association. No permit is required.

(i) The following specific items when loaned or exchanged between schools, colleges, or universities and public libraries, nonprofit religious, educational, scientific, philanthropic, agricultural, labor, veterans, or fraternal organizations or associations; or when cooperatively processed by libraries; or when sent on loan or exchange between those libraries, organizations, or associations, and their members, readers, or borrowers; may be mailed at the Library Rate:

(a) Books, consisting wholly of reading matter or scholarly bibliography or reading matter with incidental blank spaces for notations and containing no advertising matter other than incidental announcements of books.

(b) Printed music, whether in bound form or in sheet form.

(c) Bound volumes of academic theses in typewritten or duplicated form.

(d) Periodicals, whether bound or unbound.

(e) Sound recordings. (See also subdivision (ii) (b) of this subparagraph.)

(f) Other library materials in printed, duplicated, or photographic form or in the form of unpublished manuscripts.

(ii) The following specific items when sent to or from schools, colleges, universities, or public libraries, and to or from nonprofit religious, educational, scientific, philanthropic, agricultural, labor, veterans, or fraternal organizations or associations; may be mailed at the Library Rate:

(a) 16-millimeter films; filmstrips; transparencies; slides; microfilms; all of which must be positive prints in final form for viewing.

(b) Sound recordings.

(c) Scientific or mathematical kits, instruments, or other devices.

(d) Catalogs of the materials in clauses (a), (b), and (c) of this subdivision having 24 or more pages, at least 22 of which are printed, and guides or scripts prepared solely for use with such materials.

NOTE: The corresponding Postal Manual section is 135.21.

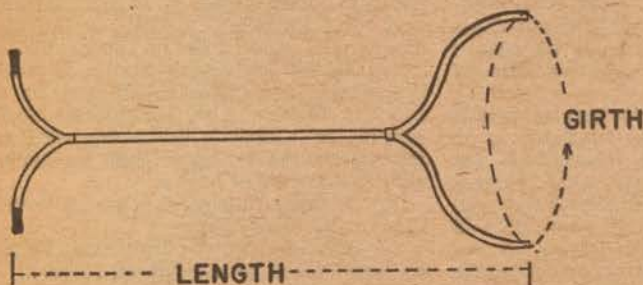
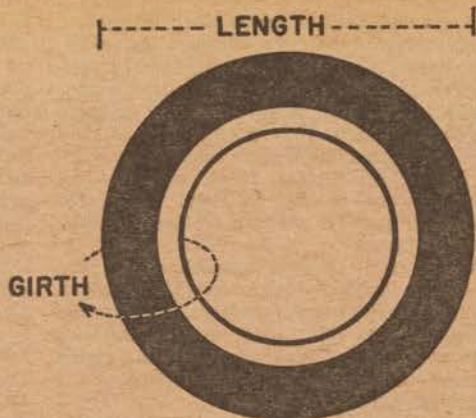
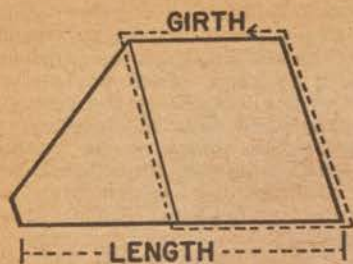
(b) *Application of rates.* * * *

(5) Gold coin, gold bullion, and gold dust, between any two points in Alaska, or between any point in Alaska and any point in the other States or U.S. possessions are charged the rate in § 25.1(a)e.

NOTE: The corresponding Postal Manual section is 135.225.

§ 25.3 [Amended]

II. In § 25.3 *Weight and size limits*, insert the following additional illustration after paragraph (b) (3):



III. In § 25.5 paragraph (a) is amended to include proper cross references and paragraph (b) (1) (i) is amended to clarify the types of handwritten or typewritten inscriptions that may be used on or in parcels. As so amended, paragraphs (a) and (b) (1) (ii) read as follows:

§ 25.5 Additions.

- (a) *Required.* (1) The return address of the sender must be shown on all fourth-class mail. See § 25.2(a) (5) concerning packages mailed at the library rate.
- (2) See § 11.5, § 25.1(b) (1) (i) and (2) (ii), § 25.2(a) (4) and (5), and § 28.5 (b) for special markings required.
- (b) *Permissible.* (1) * * *
- (ii) Please Do Not Open Until Christmas, Merry Christmas, Mom & Dad, Happy Birthday, Mother, With Best Wishes, John Doe, and similar inscriptions.

NOTE: The corresponding Postal Manual sections are 135.51 and 135.521b.

IV. Section 25.6 is amended for the purpose of clarification and to show permissible enclosures with sound recordings. As so amended, § 25.6 reads as follows:

§ 25.6 Enclosures.

- (a) *Catalogs.* Catalogs mailed at the rates in § 25.1(b) (1) and (2) (i) may have any or all of the following enclosures, provided the loose enclosures form only an incidental portion of contents:
 - (1) Order forms, reply envelopes, and circulars.
 - (2) One each of a printed blotter, illustrated display sheet, poster, dealer's

card, or similar printed advertising matter.

- (3) An invoice. (Sec. § 25.5(b) (2).)
- (b) *Special fourth-class and library rate.*—(1) *Books.* The following may be enclosed with books:
 - (i) Reply envelope or post card, single order form, and a printed circular, relating exclusively to the book with which it is enclosed.
 - (ii) Incidental announcements of books, appearing in book pages or as loose circulars.
 - (iii) An invoice. (See § 25.5(b) (2).)
- (2) *Sound recordings.* The following may be enclosed with sound recordings mailed at the rates in § 25.1(c):
 - (i) Incidental announcements of sound recordings appearing on title labels, on protective sleeves, on the carton or wrapper, or in form of loose enclosures.
 - (ii) An invoice. (See § 25.5(b) (2).)
 - (3) *All other items listed in § 25.2(a) (4) and (5).* Enclosures are not permitted except as provided in § 25.5(b) (2).

NOTE: The corresponding Postal Manual section is 135.6.

§ 25.9 [Deleted]

V. Delete § 25.9.

VI. In § 33.1 subparagraphs (1), (2), (3), and (5) of paragraph (d) are respectively amended to show changes of address of meter manufacturers. As so amended, the subparagraphs read as follows:

§ 33.1 Postage meters.

- (d) *Meter manufacturers* * * *

(1) Commercial Controls Corp., Division of Friden, Inc., One Leighton Avenue, Rochester, N.Y., 14607.

(2) Friden, Inc., a subsidiary of The Singer Co., 2350 Washington Avenue, San Leandro, Calif., 94577.

(3) International Postal Supply Co., a subsidiary of Friden, Inc., Lewiston, Pa., 17044.

(5) Pitney-Bowes, Inc., Pacific and Walnut Streets, Stamford, Conn., 06904.

NOTE: The corresponding Postal Manual section is 143.14.

§ 33.3 [Amendment]

VII. In § 33.3 *Use of meter*, make the following changes:

A. In paragraph (b) (2), subdivision (iv) is amended to show the use of new Form 3610.

B. Paragraph (d) is amended to require postmasters to notify manufacturers of meter discontinuance, if licensee has not already done so. Postmasters are also required to furnish manufacturers meter readings at time of check-out.

Paragraphs (b) (2) (iv) and (d), as amended, read as follows:

§ 33.3 Use of meter.

- (b) *Payment of postage* * * *
- (2) * * *
- (iv) The postmaster setting the postage meter will complete Form 3618 "Local Setting of Postage Meter Licensed at Another Office" in duplicate. The original of this form with the check and a stamped, self-addressed envelope furnished by the mailer for return of Form 3603 "Receipt for Postage Meter Setting" will be sent in a post office penalty envelope to the postmaster where mailings are to be made. A record of each setting shall be entered on Form 3610 "Record of Postage Meter Settings" at the office where the mailings are made.

(d) *Discontinuance.* When a licensee discontinues the use of a postage meter, it must be taken with the Meter Record Book to the post office. If the licensee has not notified the manufacturer of his intention to check out the meter, the postmaster must promptly request the manufacturer to call for the meter. The postmaster should also furnish the meter readings at time of checkout to the manufacturer's representative to complete his record, since the descending register will have been cleared to zero or the lowest possible setting at that time. Unused postage in the meter may be transferred to another meter used by the licensee and registered at the same post office, or the postmaster may refund the amount, in accordance with provisions on the License form. The Meter Record Book is returned to the licensee and should be kept on file for at least 1 year from date of final entry. Application for refund should be made on Form 3533, Application and Voucher for

Refund of Postage and Fees, or on a special form furnished by the meter manufacturer.

NOTE: The corresponding Postal Manual sections are 143.322d and 143.34.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 64-6162; Filed, June 23, 1964; 8:45 a.m.]

MISCELLANEOUS AMENDMENTS TO CHAPTER

The regulations of the Post Office Department are amended as follows:

PART 114—TREATMENT OF INCOMING POSTAL UNION MAIL

I. Section 114.2 is amended to show that Canadian Government official mail is now marked "Postage Paid" instead of with "00" postage meter impressions. As so amended, § 114.2 reads as follows:

§ 114.2 Foreign markings instead of stamps.

Some articles of foreign origin do not bear postage stamps but are marked Postage Paid, "Taxe perçue", "Port Payé", "TP" or "PP", with postmark. The marking "On Her Majesty's Service" or "O.H.M.S." is also sometimes used. This mail is treated as prepaid.

NOTE: The corresponding Postal Manual section is 224.2.

PART 142—COMMERCE DEPARTMENT REGULATIONS (COMMODITIES AND TECHNICAL DATA)

II. In § 142.2 paragraphs (b) and (i) are amended to show suspension by the Commerce Department of general license GCU heretofore applicable to exportations for Cuba. As so amended, paragraphs (b) and (i) read as follows:

§ 142.2 General licenses.

(b) *Restricted destinations.* The Commerce Department imposes particular restrictions on exports to Cuba, Hong Kong, Macao, and the following Soviet bloc countries: Albania, Bulgaria, China (mainland including Manchuria), Czechoslovakia, Estonia, Germany (Soviet Zone including Soviet sector of Berlin), Hungary, Latvia, Lithuania, Rumania, Tibet, U.S.S.R., and Viet-Nam (Communist-controlled areas). Packages for those countries may not bear any general license symbol other than GIFT (not permitted to mainland China); GUS; BAGGAGE; GHK or GLV (for Hong Kong and Macao); or GLSA (for destinations named in § 142.2(g) of this Chapter) General licenses G-PUB, GTDP, and GTDS, requiring no symbol on the package, also may be used for those destinations.

(i) *Other general licenses.* General license GHK may be used only for shipments to Hong Kong and Macao. Other licenses (GO, GRO, GLV, etc.) may be

used for shipments to any country not listed in paragraph (b) of this section, and general license GLV may be used for certain commodities valued at \$25 or less to Hong Kong and Macao.

NOTE: The corresponding Postal Manual sections are 252.22 and 252.29.

PART 162—INDEMNITY CLAIMS AND PAYMENTS

§ 162.2 [Amendment]

III. In § 162.2 *Indemnity payments* make the following changes:

A. In Paragraph (d), subparagraph (17) is amended to show that indemnity is not paid for loss of official registered mail; and subparagraph (19) is added to show that indemnity may not be paid in excess of the limits prescribed for international registered letters when domestic registered letters bearing foreign return addresses are forwarded to another country. As so amended and added, subparagraphs (17) and (19) read as follows:

(d) *Principal exceptions.* * * *
(17) For loss of articles registered free or for official registered mail.

(19) In excess of limits prescribed in § 162.2(a) of this chapter for domestic registered letters bearing foreign return addresses which are forwarded pursuant to § 113.4(b) (2) of this chapter.

NOTE: The corresponding Postal Manual sections are 272.4q and 272.4s.

B. Paragraph (f) is amended by deleting "United Arab Republic (Syria)" and by inserting Syria therein. As so amended, paragraph (f) reads as follows:

(f) *Adjusting exchange offices.* Indemnity claims relating to international insured or registered mail shall be adjudicated and approved by the adjusting exchange office for the countries involved as indicated below:

- New York, N.Y. 10001
 - Europe.
 - Africa.
 - Afghanistan.
 - Iran.
 - Iraq.
 - Israel.
 - Jordan.
 - Lebanon.
 - Pakistan.
 - Saudi Arabia.
 - Syria.
 - Turkey.
 - Yemen.
- New Orleans, La. 70112
 - Central and South America.
 - Mexico.
 - West Indies.
- Chicago, Ill. 60607
- San Francisco, Calif. 94101
- All other countries (in Pacific area).

NOTE: The corresponding Postal Manual section is 272.26.

PART 163—POSTAGE REFUNDS

IV. Section 163.2 *Processing* is amended for the purpose of clarification to read as follows:

§ 163.2 Processing.

Post offices will process applications where the request relates to mail originating in the United States, unless there

is reason to believe that the other country is at fault. Forward the application to the International Service Division, Bureau of Transportation and International Services, Post Office Department, Washington, D.C., 20260, when there is reason to believe that the other country is at fault or when the request relates to mail originating in another country.

NOTE: The corresponding Postal Manual section is 273.2.

PART 168—DIRECTORY OF INTERNATIONAL MAIL

§ 168.5 [Amendment]

V. In § 168.5 *Individual country regulations* amend the country "Cuba" by deleting the note following the country heading and by respectively inserting the following restrictions after the headings Postal Union Mail and Parcel Post:

Postal Union Mail

(Letter packages and 8-ounce merchandise packages are limited to those containing medicines.)

Parcel Post

(Limited to parcels containing medicines.)

(R.S. 161, as amended, 5 U.S.C. 22; 39 U.S.C. 501, 505)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 64-6267; Filed, June 23, 1964; 8:49 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

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

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3396]

[Idaho 05281]

IDAHO

Withdrawal for Forest Service Administrative and Public Service Sites, Recreation Areas and Roadside Zones

Correction

In F.R. Doc. 64-5108, appearing at page 6683 of the issue for Friday, May 22, 1964, the following corrections are made in the land description:

1. In Forney-Yellow Jacket Highway Roadside Zone:

a. The following tract designation should appear immediately following the section 4 entry of T. 19 N., R. 18 E. (unsurveyed):

T. 20 N., R. 18 E. (Unsurveyed)

b. Under T. 20 N., R. 18 E. (Unsurveyed), as inserted by item 1 above, the section 33 entry should read as follows:

Sec. 33, N½SW¼, SE¼SW¼, and SW¼SE¼.

RULES AND REGULATIONS

2. Under Baumgartner Recreation Area, the entry for section 7 should end with "SE $\frac{1}{4}$ " instead of "E $\frac{1}{4}$ ".

3. Under Warm Springs Creek No. 2 Public Service Site, that portion of the section 15 entry reading "N $\frac{1}{2}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ " should read "N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$ ".

4. Under Elk Butte Lookout Administrative Site, the tract designation should read as follows:

T. 11 N., R. 43 E.,

Title 46—SHIPPING

Chapter II—Maritime Administration, Department of Commerce

SUBCHAPTER J—MISCELLANEOUS

[General Order 81, Amdt. 3]

PART 350—SEAMEN'S SERVICE AWARDS

Changes as to Certified Distributor and Cost of Merchant Marine Ribbons

Effective as of June 1, 1964, §§ 350.4 and 350.5(a) are amended as follows:

1. Section 350.4 *Procedure for purchase* is amended by deleting the name and address of the certified distributor "Gemsco, Inc., 461 Eighth Avenue, New York 1, New York," and substituting therefor "Gemsco, Inc., 461 Eighth Avenue, New York, New York, 10001," and by deleting the words "seventeen cents" as the cost for the purchase of each bar and substituting therefor the words "thirty cents" as the new cost.

2. Section 350.5(a) *Replacement* is amended by deleting the words "seventeen cents" and substituting therefor the words "thirty cents."

(Sec. 204, 49 Stat. 1987, as amended; 46 U.S.C. 1114)

Dated: June 17, 1964.

J. W. GULICK,
Deputy Maritime Administrator.

[F.R. Doc. 64-6250; Filed, June 23, 1964;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF COMMERCE

Patent Office

[37 CFR Parts 1, 3]

FORMS AND RULES OF PRACTICE

Notice of Proposed Rule Making

Notice is hereby given that the United States Patent Office proposes to amend several of its rules, to add a new § 1.68 and to provide additional forms relating to patents. The amendments are proposed pursuant to the authority contained in Title 35, U.S.C., section 6.

Section 1.65 of Title 37, Code of Federal Regulations, requires an oath by the inventor when filing application for a patent. Provision is also made in §§ 1.42, 1.43, and 1.47 for filing such an oath by a representative of the inventor in cases where the inventor is unable or unwilling to join in the application. Similarly, an oath is required by § 1.67 when presenting a claim for matter not originally claimed, by § 1.172 when applying for a reissue patent, by § 1.151 when applying for a patent for designs, and by § 1.161 when applying for a patent for plants.

Public Law 88-292, of March 26, 1964, authorized the Commissioner to prescribe instances where documents required to be filed in the Patent Office under oath might be accepted if, in lieu of the required document under oath, the applicant were to provide a written declaration setting forth required information. Such a declaration may not be used unless it includes a warning statement that willful false statements and the like are punishable by fine or imprisonment, or both (18 U.S.C. 1001).

The proposed amendment to § 1.65 announces the acceptability of such an alternate procedure in connection with the filing of the original application for a patent. The new § 1.68 would set forth the form of the declaration and announce its acceptability in connection with the filing of documents required by §§ 1.67, 1.151, 1.161, and 1.172.

An alternative form (3.11(a)) is provided to the present oath form (3.11) reflecting the required form of a written declaration.

Other sections of rules and forms which will be conformed to the acceptable alternative procedure of the written declaration are listed. These items will merely be changed to make clear that the written declaration in proper form is an acceptable alternative to the oath.

Two important points must be remembered in connection with these changes: (1) The use of the declaration is an alternative to the use of the oath. Either in proper form is acceptable. (2) The declaration may only be used in lieu of the oath in those instances where the Commissioner has provided that it will be an acceptable alternative.

All persons who desire to submit written data, views, arguments or suggestions for consideration in connection with the proposed amendments, are invited to forward the same to the Commissioner of Patents, Washington 25, D.C., within 60 days of publication in the FEDERAL REGISTER. An oral hearing will not be scheduled.

The heading preceding § 1.65 and the text of that section as proposed to be amended are as follows:

STATEMENT; OATH OR DECLARATION

§ 1.65 Statement of applicant.

(a) (1) The applicant, if the inventor, must state that he verily believes himself to be the original and first inventor or discoverer of the process, machine, manufacture, composition of matter, or improvement thereof, for which he solicits a patent; that he does not know and does not believe that the same was ever known or used before his invention or discovery thereof, and shall state of what country he is a citizen and where he resides, and whether he is a sole or joint inventor of the invention claimed in his application. In every original application the applicant must distinctly state that to the best of his knowledge and belief the invention has not been in public use or on sale in the United States more than one year prior to his application, or patented or described in any printed publication in any country before his invention or more than one year prior to his application, or patented in any foreign country prior to the date of his application on an application filed by himself or his legal representatives or assigns more than twelve months prior to his application in this country. He shall state whether or not any application for patent on the same invention has been filed in any foreign country, either by the applicant or by his legal representatives or assigns. If any such application has been filed, the applicant shall name the country in which the earliest such application was filed, and shall give the day, month, and year of its filing; he shall also identify by country and by day, month, and year of filing, every such foreign application filed more than twelve months before the filing of the application in this country. (2) This statement (i) must be subscribed to by the applicant, and (ii) must either (a) be sworn to (or affirmed) as provided in § 1.66, or (b) include the personal declaration of the applicant as prescribed in § 1.68. See § 1.153 for design cases and § 1.162 for plant cases.

(b) If the application is made as provided in § 1.42, 1.43, or 1.47, the applicant shall state his relationship to the inventor and, upon information and belief, the facts which the inventor is required by this section to state.

(c) An additional statement may be required if the application has not been filed in the Patent Office within a reasonable time after execution of the original statement.

The text of the new proposed § 1.68 follows:

§ 1.68 Declaration in lieu of application oath.

(a) The applicant may, in lieu of making an oath or affirmation in the manner provided by § 1.66, set forth in the body of the statement required from him by § 1.65 his written declaration that all statements made of his own knowledge are true and that all statements made on information and belief are believed to be true, if, and only if, the applicant is, on the same paper, warned that willful false statements and the like are punishable by fine or imprisonment, or both (18 U.S.C. 1001) and may jeopardize the validity of the application or any patent issuing thereon.

(b) A written declaration by the applicant, satisfying the foregoing conditions, may also be used in lieu of an oath when presenting a claim for matter not originally claimed (section 1.67), when applying for a reissue patent (section 1.172), when applying for a patent for designs (section 1.151), and when applying for a patent for plants (section 1.161).

Sections 1.41, 1.42, 1.43, 1.45, 1.47, 1.51, 1.52, 1.57, 1.61, 1.67, 1.76, 1.153, 1.162, 1.172, and 1.175 will be modified to reflect the acceptance of a written declaration in proper form as directed by § 1.68.

The text of form 3.11(a), an alternative to form 3.11, *Oath to accompany application for patent* follows:

3.11(a) Declaration to accompany application for patent.

(Sections 1.65 and 1.68 provide for a declaration in lieu or in place of an oath in certain instances. The petition and specification precede the declaration.)

(1) _____, the above named petitioner -- declare -- that _____ citizen -- of the United States (2) and resident -- of (3) _____ that _____ verily believe -- (4) _____ to be the original, first, and (5) _____ inventor -- of the improvement in (6) _____ described and claimed in the annexed specification; that (7) _____ do -- not know and do -- not believe that the same was ever known or used before (8) _____ invention thereof, or patented or described in any printed publication in any country before (8) _____ invention thereof, or more than one year prior to this application, or in public use or on sale in the United States more than one year prior to this application; that said invention has not been patented in any country foreign to the United States on an application filed by (9) _____ or (8) _____ legal representatives or assigns more than twelve months prior to this application; and that no application for patent on said invention has been filed by (9) _____ or (8) _____ representatives or assigns in any country foreign to the United States, except as follows: (10) _____

The undersigned petitioner _____ declare -- further that all statements made herein of (8) _____ own knowledge are true and that all statements made on in-

FEDERAL AVIATION AGENCY

[14 CFR Part 93 [New]]

[Reg. Docket No. 6055; Notice 64-37]

SPIRIT OF ST. LOUIS AND LOBMASTER AIRPORTS

Notice of Proposed Rule Making

The Federal Aviation Agency has under consideration a proposal to amend Part 93 [New] of the Federal Aviation Regulations to require pilots operating to, from, or on the Lobmaster and Spirit of St. Louis Airports, to conform to special traffic patterns and to comply with special air traffic rules.

Interested persons may participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before August 1, 1964, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

In addition, the FAA will hold a public hearing on July 15, 1964, commencing at 7 p.m., CDT, in order to receive views of interested persons concerning the amendments proposed herein. The hearing will convene at the Skycove Room, New Terminal Bldg., Lambert Field, St. Louis, Missouri.

This hearing is scheduled under § 11.33 [New] of the Federal Aviation Regulations. Persons desiring to be heard are requested to notify the Director, Air Traffic Service, Federal Aviation Agency, Attention: Chief, Airspace Regulations and Procedures Division, Washington, D.C., 20553, by July 13, 1964.

The Lobmaster Airport is located fifteen miles southwest of Lambert Field, St. Louis, Missouri. This airport has been in operation since 1959 and presently has one north-south hard-surfaced runway 2,100 feet long.

The Spirit of St. Louis Airport is being constructed approximately one-half mile south southwest of the Lobmaster Airport. At present, one east-west runway is being constructed to a length of 5,100 feet. The eastern end of this runway is approximately 3,300 feet south and 700 feet west of the south end of the Lobmaster runway.

The orientation of these runways and their proximity is such that, under certain circumstances, simultaneous operations could not be safely conducted at these airports in accordance with normal flight procedures. The major area of conflict lies south of Lobmaster Airport

and east of the Spirit of St. Louis Airport. Pilots flying normal traffic patterns and landing to the north at Lobmaster Field would cross the path used by aircraft landing to the west or taking off to the east at the Spirit of St. Louis Airport. In addition, it would be impracticable for pilots taking off to the south from Lobmaster Airport to complete the first turn after take-off before crossing the path used by aircraft landing or taking off at the Spirit of St. Louis Airport.

The FAA has reviewed this situation and examined the possibility of solving the problem through other than regulatory action. During informal discussions held with interested persons, an opinion was expressed that pilots approaching and departing the airports would recognize the problem of conflicting traffic and take appropriate measures on their own to avoid areas of conflict. However, this approach appears to be undesirable, particularly with respect to itinerant pilots, and might fall short of insuring safety if pilots were to deviate from normal procedures in a manner unexpected by other pilots.

The Agency considered proposing a rule setting forth altitude restrictions where traffic patterns would overlap, but it appears that this method would be undesirable because it would require pilots to refer to instruments at a time when attention to traffic conditions was essential. The Agency also considered the confinement of traffic patterns in a horizontal plane to prevent overlap. Flight tests indicated, however, that it would be difficult to take off from Lobmaster Airport to the south or land at that airport to the north using traffic patterns confined within an area north of the east-west runway of the Spirit of St. Louis Airport.

Discussions with the owners of the airports gave rise to a proposal by the management of the Spirit of St. Louis Airport that it construct and operate a control tower, and it now appears that such a tower will be installed and operating at this airport on approximately August 15, 1964. If completed, this tower would operate on a part-time basis and provide for the sequencing of landings and take-offs at both airports.

In view of these developments the Agency is considering adoption of a rule that would establish a special airport traffic area within a three-mile radius of the Spirit of St. Louis Airport extending from the surface to 1500 feet MSL. The area would be designated only during periods when the control tower at the Spirit of St. Louis Airport is in operation.

Under the proposed rule, and in the application of the traffic rules in §§ 91.87 and 91.89 [New] of the Federal Aviation Regulations, the Spirit of St. Louis and Lobmaster Airports would be considered as one airport with an operating control tower during the period that the control tower, in fact, is in operation. Thus, pilots of aircraft having radio equipment would be required to comply with the rules regarding communications set forth in § 91.87(c) while operating to, from, or on either of the two airports.

formation and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon. Inventor's full name or names (11) _____

(Signature)

Date _____

NOTES: See §§ 1.65 and 1.68.

(1) Name of inventor; if the invention is joint, the names of all the joint inventors.

(2) If the applicant be an alien, state of what foreign country he is a citizen or subject.

(3) Give city and state, or if a foreign resident, city and country, of residence. If more than one inventor give residences of each inventor if different. Street address need not be given here as it appears elsewhere.

(4) "Himself" in the case of a sole inventor; "themselves" in the case of joint inventors.

(5) "Sole" in the case of a sole inventor; "joint" in the case of joint inventors.

(6) Title of the invention.

(7) "He" in the case of a sole inventor; "they" in the case of joint inventors.

(8) "His" in the case of a sole inventor; "their" in the case of joint inventors.

(9) "Him" in the case of a sole inventor; "them" in the case of joint inventors.

(10) If no application has been filed in a foreign country strike out the words "except as follows:". If one or more applications have been filed in foreign countries, the first application and each application more than twelve months old (six months in design cases) must be recited. The country and date of filing the foreign application must be given and the number of the application or other identifying data may also be stated. The claim for priority under 35 U.S.C. 119 (see § 1.55) may be made here. The following examples illustrate various situations.

(a) Only one prior foreign application filed: state "in (country) on (date)." If the right of priority is also claimed add "the right of priority of which application is claimed."

(b) More than one prior foreign application: state "in (country) on (date) and in other countries on subsequent dates." The country and date do not need to be recited except for the first filed application and each application more than twelve months old (six months in design cases).

(11) All petitioners are to sign (see section 1.41).

Alternates to forms 3.12, 3.13, 3.14, 3.16, 3.21, 3.23, 3.25, 3.28, 3.29, 3.31, and 3.32 will be provided as in the case of 3.11(a) to reflect the allowable procedure of a written declaration in lieu of an oath in these instances.

(Sec. 1, 66 Stat. 793, 35 U.S.C. 6; P.L. 88-292, 78 Stat. 171)

EDWARD J. BRENNER,
Commissioner of Patents.

Approved: June 17, 1964.

J. HERBERT HOLLOWAY,
Assistant Secretary for
Science and Technology.

[F.R. Doc. 64-6268; Filed, June 23, 1964;
8:49 a.m.]

Aircraft not having radio equipment would be required to receive appropriate clearance, for example to conform to light gun signals or to make previous arrangements by telephone or otherwise. The airport traffic area would be designated as that airspace within a three-statute-mile radius of the Spirit of St. Louis Airport (Lat. 38°39' N., Long. 90°38' W.), extending upward from the surface to, but not including, 1500 feet MSL, and such designation would be in effect only during periods when the control tower at the Spirit of St. Louis Airport was actually in operation. Pilots would be required to obtain an appropriate clearance from the control tower before taxiing on a runway, taking off, or landing at either of the two airports.

Special rules for operations at the Spirit of St. Louis Airport would call for pilots to utilize a traffic pattern south of the airport for landings either to the east or to the west. If the control tower is not in operation, operations at the Spirit of St. Louis Airport would be restricted to take-offs to the west. Pilots intending to land at the Lobmaster Airport would be required to utilize a traffic pattern to the east of the airport both for landings to the south and to the north. Departures from both airports would be executed in accordance with departure procedures established by FAA under §§ 91.87 and 91.89 [New] of the Federal Aviation Regulations.

In consideration of the foregoing, amendment of Part 93 [New] of Chapter I of Title 14 of the Code of Federal Regulations is proposed, under the authority of section 307 of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on June 22, 1964.

LEE E. WARREN,
Director, Air Traffic Service.

[F.R. Doc. 64-6313; Filed, June 23, 1964; 8:51 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 21, 91]

[Docket Nos. 14895, 15233; FCC 64-539]

AUTHORIZATIONS FOR MICROWAVE STATIONS TO RELAY TELEVISION BROADCAST SIGNALS TO COMMUNITY ANTENNA TELEVISION SYSTEMS

Order Extending Time for the Filing of Reply Comments

In the matters of amendment of Subpart L, Part 91, to adopt rules and regulations to govern the grant of authorizations in the Business Radio Service for microwave stations to relay television signals to community antenna systems, Docket No. 14895; amendment of Subpart I, Part 21, to adopt rules and regulations to govern the grant of authorizations in the Domestic Public Point-to-Point Microwave Radio Service for

microwave stations used to relay television broadcast signals to community antenna television systems; Docket No. 15233.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 17th day of June 1964:

The Commission having under consideration a petition filed this day by the National Association of Broadcasters (NAB) requesting that the time for filing reply comments in the above-captioned proceeding be extended for a period of four months; and

It appearing, that the time for filing reply comments in this proceeding will expire upon June 18, 1964, if not extended; and

It further appearing, that NAB and other interested parties should not be required to file reply comments until the question of the four month extension raised by the NAB petition has been disposed of; and

It further appearing, that the NAB request for a four month extension cannot be given adequate consideration by June 18, 1964; and

It further appearing, that adequate consideration can be given to the NAB request before July 6, 1964:

It is ordered, That the time for filing reply comments in the above captioned proceeding is extended to July 6, 1964.

Released: June 19, 1964.

FEDERAL COMMUNICATIONS COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-6278; Filed, June 23, 1964; 8:49 a.m.]

[47 CFR Part 73]

[Docket No. 15040; FCC 64-533]

BROADCAST OF HORSE RACING INFORMATION

Notice of Proposed Rule Making

1. On September 13, 1961, Congress enacted legislation (Public Law 87-216; 18 U.S.C. 1084) which provides penalties for the use of wire communication facilities for the transmission of wagering information by persons engaged in the business of betting or wagering. The purpose of the legislation is to deny to organized gambling interests the use of interstate wire communication facilities to transmit wagering information. Access to interstate communication facilities is essential to the bookmaker and his clientele, particularly for offtrack betting on horse racing, where reliable, fast communication of racing information and results is needed. The dependence of illegal off-track gambling interests on the fast transmission of racing information has been described by Attorney General Kennedy to Congress (Hearings on the Attorney General's Program to Curb Organized Crime and Racketeering, Senate Judiciary Committee, 87th Cong., 1st Sess. on S. 1653-1658 and S. 1665, p. 5-6):

¹ Commissioner Bartley absent.

Bookmaking bases its operations upon races at about 20 major racetracks throughout the country, and requires rapid transmission of the results on each race. Usually there are only a few tracks in operation at any given time and the average bet placed with a bookmaker is a small one.

In order to run a successful book that pays a good return, the bookmaker needs a volume of business. This volume is usually obtained by the fact that bettors can play their money and any winnings upon the whole card of daily races reported from one or more tracks, if they know their standing from race to race. Thus, information almost simultaneously transmitted prior to, during, and immediately after each race on such items as starting horses, scratches of entries, probable winners, betting odds, results, and the prices paid is essential to both the bookmaker and his clientele in order to insure any sizeable gambling.

The rapid results provided [over wire facilities] are indispensable to all bookmakers operating on any but the most modest scale. They are a means of expanding the play and stimulating further betting from race to race. They protect the bookmaker from the dilemma of either refusing bets which are placed about the time a race is scheduled to start, or of accepting a bet on a horse which has already won the race.

Public Law 87-216 was designed to end the use of wire facilities by illegal off-track betting interests to obtain immediate racing information, and establishes as a matter of public policy that interstate channels of communication should be denied to persons whose activities aid illegal gambling.

2. The statute was not made applicable to the use of radio and television stations for broadcasting wagering information, although broadcast stations—either through design or inadvertence—can be, and have been used, as an effective means of disseminating rapid and accurate gambling information. Omission of radio and television from the statute was not due to lack of recognition of this fact; rather the omission stemmed from a specific determination that the Commission has adequate authority to deal with broadcast stations which program in a manner that aids illegal gambling.² Although commenting parties have argued that Congress did not intend that the Commission issue rules in this area, it is clear that Congress intended that the Commission participate actively in the national goal of suppressing illegal gambling and organized crime and that it use its regulatory power to insure that broadcast stations were not used improperly to aid illegal gambling activities. That these powers include the promulgation of rules as well as case-by-case consideration is well established. See *Security and Exchange Commission v. Chenery Corp.*, 332 U.S. 194; *Logansport Broadcasting Corp. v. United States*, 93 U.S. App. D.C. 342, 210 F. 2d 24.

3. The Commission has acted on an ad hoc basis in the past against licensees who used their facilities to aid illegal

² See Senate Report No. 588 on S. 1656, 87th Cong., 1st Sess., p. 3; H. Report No. 967 on S. 1656, 87th Cong., 1st Sess., p. 2.

gambling on horse racing,² and has adopted a policy statement in the area.³ In our Notice, we proposed that consideration be given to the adoption of specific rules designed to provide more precise guidance to broadcasters and to aid in carrying out more effectively the policy of Public Law 87-216. In the latter respect, to the extent of gambling interests are deprived of racing information from wire communication facilities due to the operation of Public Law 87-216, there will be increased need for gamblers to turn to alternative sources of rapid, reliable information.⁴

4. While nearly all the comments expressed opposition to the proposed rules, there would not appear to be disagreement as to basic goals. Here we wish to stress that it was not the Commission's intention to inhibit the broadcasting of appropriate news, publicity, and advertising concerning horse racing. Horse racing and pari-mutuel betting at race tracks are, of course, permitted in many states. Indeed, the revenues derived from such legal pari-mutuel betting are of considerable significance to many of the states. These factors underscore the established role of horse racing, a role which the Commission recognizes and one which we do not wish to disturb. Rather, as stated, the proposed rules were intended to specify those broadcast practices which were most likely to aid illegal gambling and which did not appear to serve a legitimate public need. On this score, we note that all of the racing interests recognized the desirability of curbing illegal off-track betting, and that broadcasters were generally sympathetic to the adoption of some specific rules which would set firm guidelines.

5. The critical issue is whether rules can be formulated which delineate clearly improper broadcast practices in this area and which, at the same time and just as clearly, do not interfere in any way with the broadcast of horse racing information serving legitimate public needs. The comments which have been filed herein, as well as two meetings with representatives of the National Association

of State Racing Commissioners, have convinced us that the proposed rules do not meet that test. As stated, the kind of information which bookmakers and other off-track gamblers need most is rapid results of races, "off-times" (as distinguished from "post times") and last minute changes in the "morning line" information—entries, odds, jockeys, track conditions, etc. While the proposed rules would have prohibited the broadcast of much of this information, they also would have prohibited the broadcast of considerable racing information which would appear not to be significantly useful to illegal interests and which serves a legitimate purpose. Further, while we have gained considerable experience from adjudicatory proceedings in the past and from this proceeding, nevertheless we do not believe that we are now in a position to formulate rules of this specific, detailed nature, with the assurance that they would not impede the legitimate broadcast of racing news and information. In an area such as this, that assurance must be clearly present. Therefore, we have determined not to adopt any specific rules.

6. These considerations do not detract in any way, however, from our long-established concern that broadcast stations not be used to aid illegal gambling. On the contrary, our concern has been heightened by the need, as expressed by Congress, to suppress the use of interstate communications facilities in aid of illegal gambling (and particularly by the possibility noted in the last sentence of par. 3). To this end we propose to take several steps:

(i) We shall continue on a case-by-case basis—in line with our previous policy statement⁵—to question at renewal time what interest is being served by stations which regularly engage in one or more of the following practices:

1. The broadcasting of a full program of races from a racetrack, simultaneously with their running.

2. Broadcasting detailed changes in pre-race information, such as post positions, jockeys, probable odds and scratches, prior to the race.

3. Broadcasting of off-times as soon as this information is available, or shortly thereafter.

4. Broadcasting race results and prices paid on a race before the next race has been run at the same track on the same day.

5. Broadcasts of horse race information sponsored by publishers of "scratch-sheets" or other publications disseminating detailed horse racing information by touts, or other persons whose activities may result in aiding illegal gambling or furnishing information to illegal gamblers or bookmakers.

We stress that our concern is primarily with those stations which may regularly engage in the above types of program-

ing—and not where there is only an isolated instance or sporadic broadcasts. Further, we do not intend to inhibit the broadcast of any race or races, or of full information about any races, which are of national importance or which are of interest to the listening public (e.g., a feature race or races; a particular county fair racing card). Nor do we intend to inhibit in any way the broadcast of advertising or publicity material designed to attract persons to attend race tracks. We believe that the broadcaster, conscientiously following the foregoing procedures, will be able both to serve the legitimate needs and interests of his area and to avoid giving aid to illegal gambling. What is called for is a good faith, common sense judgment on the particular facts. For example, barring unusual circumstances, we do not perceive what legitimate purpose is served by the broadcasting of off-times as soon as this information is available, or shortly thereafter; clearly, rapid information on this score is urgently needed by illegal gamblers but is of little, if any interest to the general public.

(ii) We have instructed our investigatory personnel that in view of the considerations noted at the outset of this paragraph, special attention is to be given this area; and we shall continue our established liaison with appropriate units in the Department of Justice.

(iii) We intend to avail ourselves of the offers extended by the National Association of State Racing Commissioners, the Thoroughbred Racing Associations of the United States, and others to cooperate closely with us to insure that broadcast stations are not used—intentionally or otherwise—to aid illegal gambling activities. We are confident that these organizations—both governmental and private—will be of substantial help in providing us with expert information to achieve our common goal.

(iv) We also intend to explore the possibility of imposing specific additional logging requirements with respect to the broadcast of certain types of horse racing programs. In this connection, we shall consult with interested groups in the broadcasting and racing fields. Any such logging requirements would be designed to provide the Commission with meaningful information concerning station practices in this field and to aid our investigatory processes.

7. In conclusion, we wish to stress that we expect licensees to make a bona fide effort to carry out their responsibilities to serve the public interest, and to avoid giving assistance to illegal gambling interests. We again point out that if the licensee or permittee is in doubt as to whether the information broadcast appears likely to be of substantial use to, or is used by, persons engaged in illegal gambling activities, inquiries should be made of local, state and other appropriate law enforcement agencies.

8. In view of the foregoing: *It is ordered*, This 17th day of June 1964, that this proceeding is terminated: *It is further ordered*, That the Restatement of Commission Policy on the Broadcast of Horse Racing Information, Public No-

² Capitol Broadcasting Co., 4 Pike & Fischer, R.R. 21 (1948); Port Frere Broadcasting Co., Inc., 5 Pike & Fischer, R.R. 1137 (1949); Annapolis Broadcasting Corp., 7 Pike & Fischer, R.R. 1053 (1952); Community Broadcasting Service, Inc., 13 Pike & Fischer, R.R. 179 (1955).

³ Restatement of Commission Policy on the Broadcast of Horse Racing Information, Public Notice, November 22, 1961, FCC 61-1404.

⁴ This proceeding was directed only to the relationship between broadcasting and illegal gambling on horse racing, although we recognize that illegal gambling on other sporting events is widespread. We do not think it inappropriate to have focused our attention on horse racing, since it has been an area of some concern in the past and appears more amenable to regulation than other sporting events in which there is far less knowledge of the role of broadcast stations in aiding illegal gambling. We would, of course, be concerned with any improper use of broadcast stations to further any illegal gambling activities.

⁵ We have revised that statement in the ensuing discussion; future reference to Commission policy in this area should therefore be made to this document, and not to the 1961 statement.

tice, November 22, 1961, FCC 61-1404, is superseded by this Report and Order.

Released: June 19, 1964.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 64-6279; Filed, June 23, 1964;
8:50 a.m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 170]

COMMERCIAL ZONES

Pittsburgh, Pa.; Proposed Redefinition

JUNE 19, 1964.

Redefinition of the Pittsburgh, Pa., commercial zone, heretofore defined in

¹Dissenting statement of Commissioner Kenneth A. Cox filed as part of original document; Commissioner Bartley absent.

No. 123—7

Ex Parte No. MC-37, Commercial Zones and Terminal Areas, 48 M.C.C. 95, 103.

Petitioners: Aliquippa Area Chamber of Commerce, Jones and Laughlin Steel Corporation, American Transit Lines, Inc., Leonard Bros. Motor Express Service, Inc., Vance Trucking Company, Wilson Freight Forwarding Company.

Petitioners' attorney: Milton H. Bortz, 3636 Follett Ave., Cincinnati, Ohio, 45223.

By petition filed June 11, 1964, which has been assigned Ex Parte No. MC-37 (Sub-No. 7), petitioners request the Commission to reopen the above proceeding for the purpose of redefining the zone adjacent to and commercially a part of Pittsburgh, Pa., within the meaning of section 203(b)(8) of the Interstate Commerce Act (49 U.S.C. 303(b)(8)), which was originally defined in the above proceeding on February 2, 1953, 49 CFR 170.28. Transportation by motor vehicle wholly within such zone is exempt from regulation under certain provisions of the Interstate Commerce Act, including the requirement that certificates of public convenience and necessity be obtained.

As presently defined, the zone includes the Borough of Ambridge and Harmony Township, Beaver County, Pa. Petitioners seek inclusion of the Borough of Aliquippa and Hopewell Township, which are also located in Beaver County. No oral hearing is contemplated at this time, but anyone wishing to make representations in favor of, or against, the above-proposed revision of the limits of the Pittsburgh, Pa., commercial zone, may do so by the submission of written data, views, or arguments. An original and five copies of such data, views, or arguments shall be filed with the Commission on or before July 27, 1964.

Notice to the general public of the matter herein under consideration will be given by depositing a copy of this notice in the office of the Secretary of the Commission for public inspection and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commission.

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-6255; Filed, June 23, 1964;
8:46 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Foreign Assets Control Office

IMPORTATION OF CERTAIN MERCHANDISE DIRECTLY FROM JAPAN AND HONG KONG

Available Certifications by the Governments of Japan and Hong Kong

Notice is hereby given that:

(1) Certificates of origin issued by the Ministry of International Trade and Industry of the Government of Japan under procedures agreed upon between that Government and the Foreign Assets Control are now available with respect to the importation into the United States directly, or on a through bill of lading, from Japan of the following additional commodity:

Jade stones, cut.

(2) Certificates of origin issued by the Department of Commerce and Industry of the Government of Hong Kong under procedures agreed upon between that Government and the Foreign Assets Control are now available with respect to the importation into the United States directly, or on a through bill of lading, from Hong Kong of the following additional commodity:

Carminative oil.

[SEAL] MARGARET W. SCHWARTZ,
Director,
Foreign Assets Control.

[F.R. Doc. 64-6263; Filed, June 23, 1964;
8:48 a.m.]

Office of the Secretary

[AA 643.3-b]

BRAKE DRUMS FROM CANADA

Fair Value Determination

JUNE 17, 1964.

An allegation was received that brake drums from Canada, sold by Aimco Automotive Parts Company of Cooksville, Ontario, Canada, were being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that brake drums from Canada, sold by Aimco Automotive Parts Company of Cooksville, Ontario, Canada, are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Statement of reasons. The information furnished revealed that sales in the home market were in sufficient quantities to form a basis of comparison for fair value purposes. In view of the statutory relationship existing between the exporter and the importer in the United States, adjusted home market

price was compared with exporter's sales price.

The adjusted home market price was calculated on the basis of the exporter's selling price to the home market in Canada. Applicable trade and cash discounts were deducted therefrom. Since the packing used in both the home and export markets is the same, no adjustment for this item was necessary.

Calculation of exporter's sales price was made on the basis of the price at which the brake drums were resold in the United States by the importer. Deductions were made from this price for applicable trade discounts, United States import duty and excise tax, freight and brokerage charges.

Although the comparison revealed that exporter's sales price was less than the adjusted home market price, the seller has ceased exporting the brake drums to the United States.

As to sales made prior to cessation of exports it was determined that the quantities and the margin involved were not more than insignificant.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 64-6264; Filed, June 23, 1964;
8:48 a.m.]

[AA 643.3-b]

CIGAR BANDS FROM THE NETHERLANDS

Fair Value Determination

JUNE 16, 1964.

An allegation was received that cigar bands from the Netherlands were being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that cigar bands from the Netherlands are not being, nor likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Statement of reasons. Sales to the United States were made pursuant to outright transactions involving none of the relationships outlined in section 207 of the Antidumping Act. A sufficient quantity of cigar bands were sold in the home market to afford a proper basis of comparison. Since cigar bands by their very nature vary from purchaser to purchaser, no identical cigar bands were sold in the home market. Similar merchandise was, however, sold therein. Consequently, purchase price has been compared with adjusted home market price of similar merchandise for fair value purposes.

Purchase price has been calculated by deducting from the c.i.f. United States port price, ocean freight, insurance, and inland charges in the Netherlands. To this was added, as required by statute, the amount of taxes not collected or refunded by reason of the exportation of the merchandise. Such taxes apply to and are included in the home market price.

Adjusted home market price was calculated by taking the factory price of similar cigar bands sold in the Netherlands, and making adjustments for differences in production costs between the product sold in the home market, and that exported to the United States.

Comparison between adjusted home market price and purchase price calculated as above, revealed that purchase price was not lower than adjusted home market price except in two instances. With regard to these two cigar bands, the margins of difference were minimal, and the potential dumping duty which could have been collected on shipments of these items from June 1963 to present would have been less than \$100. These amounts have been deemed to be not more than insignificant. The exporter is being advised that if any future shipments are made at less than home market price, the case may be reopened.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] JAMES A. REED,
Assistant Secretary of the Treasury.

[F.R. Doc. 64-6265; Filed, June 23, 1964;
8:48 a.m.]

[AA 643.3-A]

PLASTIC BABY CARRIERS (INFANSEAT) FROM JAPAN

Determination of Sales at Less Than Fair Value

JUNE 16, 1964.

An allegation was received that plastic baby carriers (Infanseat) from Japan, manufactured by Marui Corporation, Tokyo, Japan, were being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that plastic baby carriers (Infanseat) from Japan, manufactured by Marui Corporation, Tokyo, Japan, are being, or are likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

Statement of reasons. The information received revealed that the plastic baby carriers sold for home consumption in Japan and for exportation to the

DEPARTMENT OF COMMERCE

Maritime Administration

[Docket No. S-171]

MOORE-McCORMACK LINES, INC.

Notice of Application and of Hearing

Notice is hereby given of the application of Moore-McCormack Lines, Inc., for written permission of the Maritime Administrator, under section 805(a) of the Merchant Marine Act, 1936, as amended, 46 U.S.C. 1223, to permit its owned vessel, the "SS Robin Kirk," which is under time charter to States Marine Lines, Inc., for a period of about three to six months from February 29, 1964, to load a full cargo of bulk sugar in Hawaiian ports, commencing about July 4, 1964, while enroute from the Far East on an eastbound voyage, for discharge at U.S. Gulf and/or U.S. Atlantic ports.

This application may be inspected by interested parties in the Chief Hearing Examiner's Office, Maritime Subsidy Board/Maritime Administration, Room 4519, GAO Building, 441 G Street NW., Washington, D.C.

A hearing on the application has been set for July 1, 1964, at 9:30 a.m. in Room 4519, General Accounting Office Building, 441 G Street NW., Washington 25, D.C. Any person, firm or corporation having any interest (within the meaning of section 805(a)) in such application and desiring to be heard on issues pertinent to section 805(a) must, before the close of business on June 30, 1964, notify the Secretary, Maritime Subsidy Board/Maritime Administration in writing, in triplicate, and file petition for leave to intervene which shall state clearly and concisely the grounds of interest, and the alleged facts relied on for relief. Notwithstanding anything in Rule 5(n) of the rules of practice and procedure, Maritime Subsidy Board/Maritime Administration, petitions for leave to intervene received after the close of business on June 30, 1964, will not be granted in this proceeding.

Dated: June 22, 1964.

By Order of the Maritime Administrator.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 64-6312; Filed, June 23, 1964; 8:51 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 27-38]

DEPARTMENT OF THE ARMY; HEAD-QUARTERS, U.S. ARMY ALASKA

Issuance of Byproduct, Source and Special Nuclear Material License

Please take notice that no request for a hearing or petition for leave to intervene has been filed following publication of the notice of proposed issuance of byproduct, source and special nuclear material license. The Atomic Energy Commission has this date issued License No. 50-10023-1. The license is in the

form set forth in the notice of proposed issuance published in the FEDERAL REGISTER on May 26, 1964, 29 F.R. 6896.

Dated at Bethesda, Maryland, June 16, 1964.

For the Atomic Energy Commission.

LYALL JOHNSON,
Acting Director,
Division of Materials Licensing.

[F.R. Doc. 64-6237; Filed June 23, 1964; 8:45 a.m.]

[Docket No. 50-144]

CAROLINAS VIRGINIA NUCLEAR POWER ASSOCIATES, INC.

Issuance of Order Extending Expiration Date of Provisional Operating License

Please take notice that the Atomic Energy Commission has issued an Order extending to November 27, 1964, the expiration date specified in Provisional Operating License No. DPR-8 issued to Carolinas Virginia Nuclear Power Associates, Inc., authorizing operation at thermal power levels up to 44.3 megawatts of its nuclear reactor located at Parr, South Carolina.

Copies of the Commission's Order and the application dated April 7, 1964, filed by Carolinas Virginia Nuclear Power Associates, Inc., are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Bethesda, Md., this 12th day of June 1964.

For the Atomic Energy Commission.

E. G. CASE,
Acting Director,
Division of Reactor Licensing.

[F.R. Doc. 64-6238; Filed, June 23, 1964; 8:45 a.m.]

[Docket No. 50-59]

TEXAS AGRICULTURAL AND MECHANICAL COLLEGE SYSTEM

Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 6, set forth below, to Facility License No. R-23. The license authorizes The Texas Agricultural and Mechanical College System ("the licensee") to operate its Model AGN-201 nuclear reactor ("the reactor") located on its campus at College Station, Texas. The amendment, in accordance with the application for license amendment dated December 5, 1963, authorizes the licensee (1) to operate its Model AGN-201 reactor using short-term increases of reactor power to 200 milliwatts for the sole purpose of testing the scram and radiation level circuits periodically, and (2) to substitute a halogen filled Geiger-Mueller detector for the ionization chamber located under the skirt region of the reactor.

The Commission has found that:

1. The application for amendment complies with the requirements of the

United States were identical. Sales in the home market were adequate to furnish a basis for comparison.

All transactions with the United States purchaser were outright purchases. No financial controls within the meaning of section 207 of the Antidumping Act were found to exist. Accordingly, the home market price was compared with purchase price for fair value purposes.

Purchase price was computed on the basis of the f.o.b. shipping port selling price to the United States importer, less inland freight.

Home market price was calculated on the basis of the manufacturer's selling price to wholesalers less the appropriate quantity discount. Adjustments were made for assembly costs, individual packing, payment terms, and inland freight, which were deducted to arrive at an adjusted ex-factory price.

Purchase price was found to be less than the adjusted home market price.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

[SEAL] **JAMES A. REED,**
Assistant Secretary
of the Treasury.

[F.R. Doc. 64-6266; Filed, June 23, 1964; 8:49 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Classification Order No. 9]

IDAHO

Small Tract Classification; Partial Revocation

JUNE 15, 1964.

1. Pursuant to authority delegated to the State Director by Bureau Order No. 684 dated August 28, 1961 (26 F.R. 8216), and redelegated to me on July 13, 1962 (27 F.R. 6850), Small Tract Order No. 9, dated August 29, 1950, and amended January 26, 1959 (24 F.R. 744), is hereby revoked as to the following described lands:

Boise Meridian, Idaho

T2 S., R. 17 E.,
Sec. 1, lots 48, 49, 50, 51, 74, 78, 79, 88, 89,
92, and 93.

Containing 1.52 acres.

2. The above described lands are hereby reclassified for disposition under the Recreation and Public Purposes Act. The highest and best use of these lands is development for recreation, including but not limited to sanitary, parking and boat launching facilities, and picnic and camping sites.

3. This order shall become effective on June 15, 1964.

ORVAL G. HADLEY,
Chief, Division,
Land Office.

[F.R. Doc. 64-6249; Filed, June 23, 1964; 8:46 a.m.]

Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Ch. I, CFR;

2. Prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazards considerations different from those previously evaluated;

3. The issuance of this amendment will not be inimical to the common defense and security or to the health and safety of the public.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the applicant may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. A request for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this license amendment, see (1) a copy of the application dated December 5, 1963, and (2) a related hazards analysis prepared by the Research and Power Reactor Safety Branch of the Division of Reactor Licensing, both of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (2) above may be obtained at the Commission's Public Document Room, or upon request addressed to the Atomic Energy Commission, Washington, D.C., 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 12th day of June 1964.

For the Atomic Energy Commission.

ROGER S. BOYD,
Chief Research and Power Reactor
Safety Branch, Division
of Reactor Licensing.

FACILITY LICENSE AMENDMENT

[License No. R-23 Amdt. 6]

Facility License No. R-23, as amended, which authorizes The Texas Agricultural and Mechanical College System ("the licensee") to operate its Model AGN-201 nuclear reactor located on its campus at College Station, Texas, is hereby further amended as follows:

1. The Texas Agricultural and Mechanical College System is hereby authorized, in accordance with its application for license amendment dated December 5, 1963, (1) to operate its Model AGN-201 reactor using short-term increases of reactor power to 200 milliwatts for the sole purpose of testing the scram and radiation level circuits periodically, and (2) to substitute a halogen filled Geiger-Mueller detector for the ionization chamber located under the skirt region of the reactor.

This amendment is effective as of the date of issuance.

Date of issuance: June 12, 1964.

For the Atomic Energy Commission.

ROGER S. BOYD,
Chief, Research and Power Reactor
Safety Branch, Division of
Reactor Licensing.

[F.R. Doc. 64-6239; Filed, June 23, 1964;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15503, 15504; FCC 64M-562]

CRESTWOOD BROADCASTING CORP. (KSHE) AND APOLLO RADIO CORP.

Order Scheduling Hearing

In re applications of Crestwood Broadcasting Corporation (KSHE), St. Louis, Missouri, Docket No. 15503, File No. BPH-4246; Apollo Radio Corporation, St. Louis, Missouri, Docket No. 15504, File No. BPH-4283; for construction permits.

It is ordered, This 18th day of June, 1964, that David I. Kraushaar shall serve as the presiding officer in the above-entitled proceeding; that the hearings therein shall commence at 10:00 a.m. on September 16, 1964; and that a prehearing conference shall be convened at 9:00 a.m. on July 10, 1964: And, it is further ordered, That all proceedings shall be held in the offices of the Commission, Washington, D.C.

Released: June 19, 1964.

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

[F.R. Doc. 64-6280; Filed, June 23, 1964;
8:50 a.m.]

[Docket Nos. 15485, 15486; FCC 64M-559]

DIRIGO BROADCASTING, INC. AND DOWNEAST TELEVISION, INC.

Order Continuing Hearing

In re applications of Dirigo Broadcasting, Inc., Bangor, Maine, Docket No. 15485, File No. BPCT-2911; Downeast Television, Inc., Bangor, Maine, Docket No. 15486, File No. BPCT-2952; for a construction permit for new television broadcast station.

To formalize the agreements and rulings made on the record at a prehearing conference held on June 17, 1964, in the above-entitled matter concerning the future conduct of this proceeding:

It is ordered, This 18th day of June 1964, that:

Dirigo preliminary exchange of exhibits on the financial issue is scheduled for July 30, 1964;

Exchange of exhibits is scheduled for September 1, 1964;

Notification of Witnesses is scheduled for September 8, 1964; and

Hearing presently scheduled for July 24, 1964, is rescheduled for September 14, 1964.

Released: June 19, 1964.

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

[F.R. Doc. 64-6281; Filed, June 23, 1964;
8:50 a.m.]

FEDERAL MARITIME COMMISSION DOW CHEMICAL CO. AND OGLEBAY NORTON CO.

Notice of Agreements Filed for Approval

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

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

Agreement No. T-225, between the Dow Chemical Company (Dow), Midland, Mich., and Oglebay Norton Company (Company), provides that Company operate for a term of 21 years, certain terminal facilities at Bay City, Michigan, owned by Dow. Company will handle general cargo belonging to Dow and the general public to and from vessels and agrees to perform stevedoring at rates fixed within the agreement. Company further agrees to give Dow priority for transit shed space and to obtain Dow's approval before storing cargo for prolonged periods so as not to interfere with Dow's shipments. As compensation for the lease Company agrees to pay a certain amount per ton of cargo handled as specified within the agreement.

Dated: June 19, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-6285; Filed, June 23, 1964;
8:50 a.m.]

SACRAMENTO-YOLO PORT DISTRICT AND CARGILL OF CALIFORNIA, INC.

Notice of Agreements Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street, NW., room 301; or may inspect agreements at the offices of the District Man-

agers, New York, N.Y., New Orleans, Louisiana, and San Francisco, California. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Agreement No. 8995-2, between Sacramento-Yolo Port District (Sacramento), and Cargill of California, Inc. (Cargill), modifies the basic agreement of the parties which provides for the lease of certain terminal property and grain elevator facilities in Sacramento, California. The purpose of the modification is to (1) provide for the payment by Cargill to Sacramento of wharfage charges as set forth in Sacramento's Terminal Tariff and (2) eliminate a provision requiring Cargill to pay Sacramento \$7,000 for certain construction at the facility.

Dated: June 19, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-6286; Filed, June 23, 1964; 8:50 a.m.]

PORT OF SEATTLE AND ALASKA STEAMSHIP CO.

Notice of Agreement Filed for Approval

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

Agreement No. T-59-1, between the Port of Seattle (Port), and the Alaska Steamship Company (Alaska), modifies the basic agreement of the parties which provides for the lease of a certain portion of Pier 46 in Seattle, Washington, and adjacent terminal property for the loading and discharging of Alaska's vessels. The purpose of the modification is to conform this lease as nearly as possible with similar provisions in a lease which Seattle has with Matson Navigation Company (Federal Maritime Commission Agreement No. T-57) both with respect to the computation of rentals and with respect to the requirement for concurrence with Seattle's tariffs.

Interested parties may inspect the agreement and obtain copies thereof at the Bureau of Domestic Regulation, Federal Maritime Commission, Washington, D.C., 20573, or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to ap-

proval, disapproval, or modification, together with a request for hearing, should a hearing be desired.

Dated: June 18, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-6287; Filed, June 23, 1964; 8:50 a.m.]

READING CO. AND DEL-NAC TERMINALS, INC.

Notice of Agreements Filed for Approval

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

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

Agreement No. T-52, between the Reading Company (Reading), Philadelphia, Pa., and Del-Nac Terminals, Inc. (Del-Nac), provides for a five year lease of Piers A, B, C, and D at Port Richmond, Philadelphia, Pennsylvania, to be operated by Del-Nac as a general cargo marine terminal. As compensation for the lease Del-Nac agrees to pay a fixed annual rental as specified in the agreement. Reading has leases with seven other parties covering storage and office space within the leased premises.

Dated: June 19, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-6288; Filed, June 23, 1964; 8:50 a.m.]

TRANS-PACIFIC PASSENGER CONFERENCE

Notice of Agreement Filed for Approval

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

Agreement 131-238 between the member lines of the Trans-Pacific Passenger Conference (Agreement 131, as amended)

modifies the basic agreement by providing for inclusion of a more effective self-policing system within the Conference by-laws to further implement the policing of the obligations of the parties to the agreement.

Interested parties may inspect this agreement and obtain copies thereof at the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., 20573, or may inspect a copy at the offices of the District Managers of the Commission in New York, N.Y., New Orleans, La., and San Francisco, Calif., and may submit to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with a request for hearing, should such hearing be desired.

Dated: June 19, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-6289; Filed, June 23, 1964; 8:51 a.m.]

FEDERAL RESERVE SYSTEM

FARMERS BANK OF CLINCH VALLEY Order Approving Merger of Banks

In the matter of the application of Farmers Bank of Clinch Valley for approval of merger with Bank of Graham.

There has come before the Board of Governors, pursuant to the Bank Merger Act of 1960 (12 U.S.C. 1828(c)), an application by Farmers Bank of Clinch Valley, Tazewell, Virginia, a State member bank of the Federal Reserve System, for the Board's prior approval of the merger of that bank and Bank of Graham, Bluefield, Virginia, under the charter of Farmers Bank of Clinch Valley and with the title of Bank of Tazewell County. As an incident to the merger, the two offices of Bank of Graham (one of which has been approved but not yet opened) would become branches of Bank of Tazewell County. Notice of the proposed merger, in form approved by the Board, has been published pursuant to said act.

Upon consideration of all relevant material in the light of the factors set forth in said act, including reports furnished by the Comptroller of the Currency, the Federal Deposit Insurance Corporation, and the Department of Justice on the competitive factors involved in the proposed transaction,

It is hereby ordered, For the reasons set forth in the Board's Statement¹ of this date, that said application be and hereby is approved, provided that said merger shall not be consummated (a) within seven calendar days after the date

¹ Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C., 20551, or to the Federal Reserve Bank of Richmond.

of this order, or (b) later than three months after said date.

Dated at Washington, D.C., this 16th day of June 1964.

By order of the Board of Governors:²

[SEAL] MERRITT SHERMAN,
Secretary.

[F.R. Doc. 64-6241; Filed, June 23, 1964;
8:45 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS UNDER LONG TERM ARRANGEMENT REGARDING INTERNATIONAL TRADE

Announcement of ITAC Actions and Restraint Levels

JUNE 19, 1964.

The purpose of this notice is to announce certain actions taken by the United States Government in furtherance of the objectives of, and under the terms of, the Long Term Arrangement Regarding International Trade in Cotton Textiles, done at Geneva on February 9, 1962.

1. *Bilateral agreements.* A bilateral agreement has been concluded with the Government of India (TIAS 5559). For details, see Department of State press release No. 218 dated May 8, 1964.

Consultations are continuing with the Governments of Pakistan, Korea, Yugoslavia, Greece and Turkey.

2. *Completed restraint actions.* Discussions have been completed with the Hong Kong Government with respect to the restraint of imports in Category 55. Provisional agreement over this restraint was announced by ITAC in March (29 F.R. 3839). The level of restraint finalized for the twelve-month period beginning October 1, 1963, remains 111,500 dozen, as previously agreed.

3. *Renewal of restraint actions.* In view of the continuing disruption of the domestic cotton textile market, the United States Government has renewed the following restraints for an additional twelve-month period:

Country	Category	Restraint level	Effective date of restraint renewal
Yugoslavia...	9	4,100,000 square yards.	Jan. 3, 1964
	22	500,000 square yards.	Jan. 3, 1964
	26	1,400,000 square yards.	Jan. 3, 1964
	48 and 49	11,000 dozen.....	Jan. 3, 1964
Trinidad and Tobago.	61	Not specified....	May 31, 1964

4. *Pending restraints.* Consultations are in progress with several foreign governments concerning United States requests for restraints in certain cate-

² Voting for this action: Governors Mills, Robertson, Shepardson, Mitchell, and Daane. Absent and not voting: Chairman Martin and Vice Chairman Balderston.

gories. Under Article 3 of the Long Term Arrangement, if no agreement is reached at the end of a sixty-day period of consultation, the importing country may decline to accept cotton textiles in the particular categories in excess of the requested level of restraint.

The particular countries and categories involved are as follows:

Country	Category
Argentina.....	9
Yugoslavia.....	1, 2, 18 and 19
Korea.....	18 and 19
Pakistan.....	18, 19, 26 (Printcloth only) 41 and 42

JAMES S. LOVE, JR.,
Chairman, Interagency Textile
Administrative Committee,
and Deputy to the Secretary
of Commerce for Textile Programs.

[F.R. Doc. 64-6269; Filed, June 23, 1964;
8:49 a.m.]

COTTON TEXTILES PRODUCED OR MANUFACTURED IN KOREA

Consumption and Withdrawal From Warehouse; Level of Restraint

JUNE 19, 1964.

On April 30, 1964, in furtherance of the objectives of, and under the terms of, the Long Term Arrangement Regarding International Trade in Cotton Textiles, done at Geneva on February 9, 1962, the United States Government requested the Government of Korea to restrain exports from Korea to the United States of cotton textiles in Categories 18 and 19, produced or manufactured in Korea to a combined level of 750,000 square yards during the twelve-month period beginning April 30, 1964.

There is published below a letter of June 19, 1964, from the Chairman, President's Cabinet Textile Advisory Committee to the Commissioner of Customs, directing that the amount of cotton textiles in Categories 18 and 19, produced or manufactured in Korea, which may be entered, or withdrawn from warehouse, for consumption in the United States from April 30, 1964, through April 29, 1965, be limited to the designated combined level.

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

COMMISSIONER OF CUSTOMS,
DEPARTMENT OF THE TREASURY,
Washington, D.C.

Washington 25, D.C.,
June 19, 1964.

DEAR MR. COMMISSIONER: Under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, you are directed to prohibit, effective June 29, 1964 and for the period extending through April 29, 1965, entry into the United States

for consumption and withdrawal from warehouse for consumption of cotton textiles in Categories 18 and 19, produced or manufactured in Korea, in excess of the following combined level of restraint:

Categories:	12-Month Combined Level of Restraint ¹
18-19.....	750,000 square yards

¹ No adjustments have been made to reflect any entries which may have been made from April 30, 1964.

In carrying out this directive, entries of cotton textiles in Categories 18 and 19, produced or manufactured in Korea, which have been exported to the United States from Korea prior to April 30, 1964, shall not be subject to the directions set forth in this letter.

A detailed description of the listed categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551).

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 Korea and with respect to imports of cotton textile products from Korea have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of Section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

LUTHER H. HODGES,
Secretary of Commerce, and Chair-
man, President's Cabinet Textile
Advisory Committee.

[F.R. Doc. 64-6270; Filed, June 23, 1964;
8:49 a.m.]

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN TURKEY

Consumption and Withdrawal From Warehouse; Level of Restraint

JUNE 19, 1964.

On June 18, 1964, the United States Government, in furtherance of the objective of, and under the terms of, the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, including Article 6 relating to non-participants, informed the Government of Turkey that, pending the conclusion of consultations between Turkey and the United States regarding trade in cotton textiles, it was renewing for an additional twelve-month period, through June 19, 1965, the arrangements in effect between the two governments on the exports of cotton textiles in Category 9, produced or manufactured in Turkey.

There is published below a letter of June 19, 1964, from the Chairman, President's Cabinet Textile Advisory Committee to the Commissioner of Customs, directing that the amounts in Category 9 of cotton textiles produced or manufactured in Turkey which may be entered, or withdrawn from warehouse for consumption in the United States from June 20, 1964, through June 19, 1965,

**OFFICE OF EMERGENCY
PLANNING**

**CENTRAL OFFICE AND FIELD
ORGANIZATIONS**

**Organizational Statement and Dele-
gations of Authority**

SECTION 1. Purpose. In accordance with section 3 of the Administrative Procedure Act (5 U.S.C. sec. 1002), the following are descriptions of the central office and field organizations of the Office of Emergency Planning, including delegations of final authority and the established places at which, and methods whereby, the public may secure information or make submittals or requests.

SEC. 2. Office of the Director. a. The Director is assisted by a Deputy Director and three assistants each of whom will be known as Assistant Director of the Office of Emergency Planning.

b. The Deputy Director assists the Director in the overall supervision and direction of the Office of Emergency Planning. He shall act as Director and perform all the duties of the Director in case of a vacancy in that office or in the absence or disability of the Director.

c. The Deputy Director, together with the Assistant Directors, serve as the Director's principal advisors on policy decisions and are called upon to represent the Director in dealings with policy-level officials of other Federal departments and agencies and with nongovernmental groups. In addition, the Assistant Directors are assigned special responsibilities.

d. One of the Assistant Directors also serves as Director of Telecommunications Management and is responsible for the implementation of Executive Order 10995 of February 17, 1962. Also, as Special Assistant to the President for Telecommunications, he provides policy direction of the development and operation of the National Communications System and assists the President with respect to his coordinating and other functions under the Communications Satellite Act of 1962. As Director of Telecommunications Management he (1) coordinates telecommunication activities of the Executive Branch and develops policies and standards therefor; encourages research and development necessary to improve telecommunications management; (2) develops data with regard to United States Government frequency requirements; and assigns radio frequencies to Federal departments and agencies, amending or revoking such assignments as necessary; (3) advises and assists the Department of State in the discharge of its functions in the field of international telecommunication policies, positions and negotiations; and (4) coordinates the development of plans and programs for the mobilization and use of telecommunication resources in an emergency. He is assisted in carrying out these responsibilities by two divisions each headed by a chief, the Frequency Management Divi-

sion and the Telecommunications Management Division.

SEC. 3. Legal Adviser. There is established a Legal Adviser who provides legal advice, guidance, and assistance to all officers and employees in the Agency on all matters related to the administration and operation of programs in OEP.

SEC. 4. Administration. There is established an Office of Administration headed by a Director. The Office is responsible for the development and implementation of administrative policy and for the coordination of activities and systems concerning: (1) Budgeting and accounting for all OEP funds and negotiating with other agencies on their emergency planning budgets, (2) internal audit of financial transactions and business systems, (3) organization, functional assignments, staffing, office management and management engineering, (4) personnel management and executive development, (5) administrative services, and (6) activities related to the personnel and physical security of the agency. The Director of Administration will serve as Contracting Officer for OEP and Certifying Officer for all material published in the FEDERAL REGISTER and other publications.

SEC. 5. Liaison and Public Affairs Office. There is established a Liaison and Public Affairs Office headed by a Director. The Office is responsible for coordinating all legislative and non-legislative relationships between OEP and the Congress. It is responsible for planning and implementing a public information program covering the total emergency preparedness effort. It maintains continuing liaison with the Governors' Conference, the Council of State Governments, National Association of Counties, the American Municipal Association, the U.S. Conference of Mayors, International City Managers' Association, and with other organizations of public officials. In association with the Department of State initiates, participates in and coordinates the formulation of U.S. basic policies and plans designed to provide effective defense cooperation among NATO nations in wartime; maintains liaison with and provides technical assistance to international organizations and friendly foreign governments on civil emergency preparedness matters.

SEC. 6. Health Adviser. There is established a Health Adviser who advises the Director and is responsible for OEP activities relating to national health organizations and the health community within the Federal and State Governments.

SEC. 7. Program Development Office. There is established a Program Development Office headed by a Director. The Office develops overall planning assumptions and guidelines for the national nonmilitary defense effort. It develops annual and long-range goals, balanced program objectives, and program priorities to provide a basis for program planning, budget emphasis and program evaluation. It establishes

be limited to a designated level. Cotton textiles in Category 9 from Turkey not in excess of 350,000 square yards which are in the United States in a bonded warehouse, a general order warehouse or a foreign trade zone on June 20, 1964, shall be entered into the United States for consumption, and withdrawn from warehouse for consumption, without being charged against the level of restraint.

JAMES S. LOVE, Jr.,
*Chairman, Interagency Textile
Administrative Committee,
and Deputy to the Secretary
of Commerce for Textile Pro-
grams.*

THE SECRETARY OF COMMERCE

PRESIDENT'S CABINET TEXTILE ADVISORY
COMMITTEE

COMMISSIONER OF CUSTOMS,
DEPARTMENT OF THE TREASURY,
Washington, D.C.

Washington 25, D.C.,
June 19, 1964.

DEAR MR. COMMISSIONER: Under the terms of the Long Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, including Article 6 relating to non-participants, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, you are directed to prohibit, effective June 20, 1964, and for the twelve-month period extending through June 19, 1965, entry into the United States for consumption and withdrawal from warehouse for consumption of cotton textiles in Category 9 produced or manufactured in Turkey, in excess of the following level of restraint:

12-Month Level of Restraint	
Category: 9	200,000 Square Yards

In carrying out this directive cotton textiles in Category 9, produced or manufactured in Turkey, not in excess of 350,000 square yards, which are in the United States in a bonded warehouse, a general order warehouse or a foreign trade zone on June 20, 1964, shall be permitted to enter into the United States for consumption and be withdrawn from warehouse for consumption without being charged against the level of restraint specified above.

A detailed description of the listed categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on October 1, 1963 (28 F.R. 10551).

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 Turkey and with respect to imports of cotton textile products from Turkey have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of Section 4 of the Administrative Procedure Act. This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

LUTHER H. HODGES,
*Secretary of Commerce, and Chair-
man, President's Cabinet Textile
Advisory Committee.*

[F.R. Doc. 64-6271; Filed, June 23, 1964;
8:49 a.m.]

guidelines and broad general plans for organization, staffing, legislation, and procedures necessary for emergency preparedness.

SEC. 8. Economic Affairs Office. There is established an Economic Affairs Office headed by a Director. The Office is responsible for: (1) developing operational policies and concepts as the basis for the development of programs to assure the security of the U.S. through economic means and to assure that the economic activities of other Federal agencies contribute to the accomplishment of national security goals; (2) developing measures for strengthening U.S. resources and for the use and management of its resources to meet the requirements of any national emergency; (3) carrying out OEP's responsibilities pertaining to the Defense Production Act, the Strategic and Critical Materials Stockpiling Act, the Agricultural Trade Development and Assistance Act, and the Trade Expansion Act of 1962. The Office is comprised of the following Divisions, each headed by a Chief: Stockpile and Requirements, and Resources Management.

SEC. 9. Research Office. a. There is established a Research Office headed by a Director. The Office is responsible for monitoring on-going research applicable to national security efforts. It develops research contracts designed to supplement or redirect on-going or projected research into channels orientated to national security requirements. It summarizes the results of research completed or in process which has a bearing on policy development, program planning by OEP, or program development by Federal and State agencies of the government. This Office directs the activities of the National Resource Evaluation Center.

b. **National Resource Evaluation Center.** The National Resource Evaluation Center will: (1) provide informational and analytical basis for use in the formulation of nonmilitary defense policy; development of operational concepts for emergency preparedness, conduct of tests and the management of emergency preparedness programs; (2) develop and maintain a capability to provide government agencies having emergency responsibilities with national damage assessment summaries, resource evaluations and other estimates needed for emergency planning and operations. The National Resource Evaluation Center is comprised of the following Divisions, each headed by a Chief: Resource Analysis, Readiness Development, Data Development, and the Mathematics and Computation Laboratory.

SEC. 10. Government Readiness Office. There is established a Government Readiness Office headed by a Director. The Office develops plans, conducts programs, and coordinates preparations designed to: (a) Reduce the vulnerability of government at all levels; (b) provide a readiness capability in government at all levels to cope with any emergency; and (c) provide for the reconstitution of our representative form of government

in the event of its destruction by enemy action. The Office administers the Federal Natural Disaster Program and exercises the President's authority under sections 3, 5(a), and 7 of the Federal Disaster Act (42 U.S.C. 1855 (b), (d), and (f)). The Office is comprised of the following Divisions, each headed by a Chief: Government Continuity, Special Facilities, and Natural Disaster.

SEC. 11. Resource Readiness Office. There is established a Resource Readiness Office headed by a Director. The Office is responsible for program development and execution of emergency preparedness programs in the areas of resource preparedness and economic stabilization. The Office provides leadership, coordination, guidance, and motivation with respect to the emergency preparedness programs assigned by the President to Federal agencies.

SEC. 12. Program Evaluation Office. There is established a Program Evaluation Office headed by a Director. The Office is responsible for advising and assisting the Director of OEP in keeping the President and Congress informed regarding the Nation's state of readiness from a civilian point of view. The Office provides the basis for informing Federal and State government executives of progress and deficiencies in the development of assigned programs.

SEC. 13. Regional Offices. There is established field offices in eight OEP Regions, each headed by a Regional Director reporting to the Office of the Director. The Regional Offices are responsible for the coordination of the emergency preparedness activities of Federal Agency representatives in the field and for the development of preparedness programs by the States and their political subdivisions.

SEC. 14. Addresses of OEP Offices. There follows a guide to the location of OEP offices. Information may be obtained by personal contact or correspondence concerning activities and programs of the Office of Emergency Planning with the National Office, Washington, D.C., or with the Regional Office serving the area involved.

a. National Office, Executive Office Building Annex, Washington, D.C., 20504.

b. (1) OEP Regional Office 1, Oak Hill Road, Harvard, Massachusetts, 01451.

(2) Serves Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, Commonwealth of Puerto Rico, Virgin Islands.

c. (1) OEP Regional Office 2, Olney, Maryland, 20832.

(2) Serves Delaware, District of Columbia, Kentucky, Maryland, Ohio, Pennsylvania, Virginia, West Virginia.

d. (1) OEP Regional Office 3, P.O. Box 108, Thomasville, Georgia 31792.

(2) Serves Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, Canal Zone.

e. (1) OEP Regional Office 4, Battle Creek Federal Center, Battle Creek, Michigan 49916.

(2) Serves Illinois, Indiana, Michigan, Minnesota, Wisconsin.

f. (1) OEP Regional Office 5, Denton Federal Center, Denton, Texas 75202.

(2) Serves Arkansas, Louisiana, New Mexico, Oklahoma, Texas.

g. (1) OEP Regional Office 6, Denver Federal Center, Bldg. 50, Denver, Colorado 80225.

(2) Serves Colorado, Iowa, Kansas, Missouri, Nebraska, North Dakota, South Dakota, Wyoming.

h. (1) OEP Regional Office 7, Santa Rosa, California 95401.

(2) Serves Arizona, California, Hawaii, Nevada, Utah, American Samoa, Guam.

i. (1) OEP Regional Office 8, Everett, Washington 98201.

(2) Serves Alaska, Idaho, Montana, Oregon, Washington.

SEC. 15. Delegations of Authority.

a. The Director of Administration is authorized to exercise the power and authority vested in the Director by law to take final action in the following described matters:

(1) Allotment to organizational units of the OEP of appropriations or funds made available to it within the amounts permitted by the apportionments made by the Bureau of the Budget pursuant to section 665 of title 31 of the United States Code.

(2) To take final action on matters pertaining to the employment, direction, and general administration of personnel in the OEP pursuant to section 12, Public Law 600, 79th Congress.

(3) Temporary employment of experts or consultants or organizations thereof, including stenographic reporting services, pursuant to section 15 of the Act of August 2, 1946, 60 Stat. 810 (5 U.S.C. 55a).

(4) Issuance of regulations providing for the granting of compensatory time off from duty in lieu of overtime compensation (5 U.S.C. 912).

(5) Approval of per diem allowances for travel by airplane, train or boat outside the continental United States in excess of the amounts fixed by paragraph 6.2c of the Standardized Government Travel Regulations.

(6) Allowance of actual subsistence expenses in excess of \$16 but not to exceed \$30 per day in accordance with Public Law 87-139, August 14, 1961.

(7) Establishing standards and procedures to facilitate achievement of the objectives of the promotion policy of the OEP as defined by the Director.

(8) Signing of certificates of need for space as required by section 101 of the Act of July 22, 1954, 68 Stat. 518 (40 U.S.C. 356).

(9) Making certificates with respect to the necessity of long-distance telephone calls pursuant to section 4 of the Act of May 10, 1939, 53 Stat. 738 (31 U.S.C. 680a).

(10) To exercise the authority vested in the Director by section 10 of the Government Employees Training Act (72 Stat. 332, 5 U.S.C. 2309) with respect to the selection and assignment of employees for training by, in, or through non-government facilities under that act and the payment of the expenses of such training or the reimbursement of employees therefor.

(11) To take the necessary steps to carry out procedures for designating authorized certifying officers, agent cashiers, and imprest fund cashiers by name or title of position and approve bonds. Existing authorizations to request designations and to approve bonds shall remain in effect unless and until terminated by the Director or the Director of Administration.

(12) To record, post audit, and correct any transaction or agreement of the OEP involving the receipt, transfer, or payment of funds.

(13) To exercise the authority vested in the Director by law with respect to all procurement matters including procurement of materials, equipment, supplies, and services in connection with the printing, binding, or reproduction requirements of the OEP.

(14) The Director of Administration is authorized to issue such procedural instructions as may be necessary to carry out any of the administrative functions delegated to him under existing statutes and authorities. The Director of Administration is authorized to redelegate to any of his subordinates or to any other officers or employees of the OEP, subject to limitations prescribed by law, any of the power or authority vested in him by this subsection. Existing redelegations by the Director of Administration shall continue in force and effect until modified or revoked.

b. Pursuant to the authority vested in me by General Services Administration Delegation of Authority No. 410 from the Administrator, General Services Administration, dated March 26, 1962, the following is prescribed:

(1) The Director of Administration (Contracting Officer for the Office of Emergency Planning) is hereby delegated the authority to utilize the provisions of title III of the Federal Property and Administrative Services Act of 1949 (63 Stat. 377), as amended (herein called the Act), to procure property and services which are required in connection with authorized activities of the Office of Emergency Planning, except the power to make the determinations or decisions specified in paragraphs (12) and (13) of section 302(c) of the Act.

(2) The authority herein delegated under section 302(c)(11) may be exercised only with respect to contracts which will not require expenditures of more than \$25,000.

(3) This delegation of authority shall be subject to all limitations and requirements of the Act, particularly sections 304, 305, and 307, and shall be exercised in accordance with policies, procedures, limitations and controls prescribed by the General Services Administration.

(4) The authority herein delegated may be redelegated by the Director of Administration to any other employee of the agency. Existing redelegations by the Director of Administration shall continue in force and effect until modified or revoked.

c. There is hereby delegated to the Regional Directors, Office of Emergency Planning, to be exercised and performed by them with regard to their respective regions, the following authority and

functions contained in the Act of September 30, 1950, entitled, "An Act to authorize Federal Assistance to States and local governments in major disasters and for other purposes" (64 Stat. 1109, 42 U.S.C. 1855-1855g), as amended (hereinafter referred to as "the Act"), and transferred to the Director, Office of Emergency Planning by Executive Order 10427 of January 16, 1953 (18 F.R. 407), as amended, and Executive Order 10737 of October 29, 1957 (22 F.R. 8799), as amended: The authority and functions transferred by paragraphs (a) and (b) of section 1 and sections 2, 3, 4, and 6 of Executive Order 10427, and by subparagraph 2(e)(1) of Executive Order 10737.

(1) Each Regional Director shall exercise and perform his authority and functions in accordance with the Act; with regulations entitled "Federal Disaster Assistance," Part 1710, Title 32 (23 F.R. 3636), as now or hereafter amended; and with such additional rules, regulations, procedures, and instructions as the Director may issue. To the extent consistent with the Act, regulations, rules, procedures, and instructions, the Regional Director shall give maximum consideration to the existing disaster relief responsibilities, authorities, practices, customs, and arrangements of the other Federal agencies, States, local governments and the American National Red Cross.

(2) The authority and functions herein delegated may not be redelegated but shall be exercised and performed by each Regional Director; or, in his absence, disability, or death, by the person designated to carry out the responsibilities of the Regional Director.

d. The following delegation of certifying authority for counties or parishes in areas determined by the President to be major disaster areas under Public Law 875, when operating under Public Law 115, and for other purposes, has been made to the Secretary of Agriculture or his designee (18 F.R. 4609; as amended, at 19 F.R. 2148, 19 F.R. 5364, and 20 F.R. 4464):

(1) Pursuant to the authority vested in me by Public Law 875, 81st Congress, 2d Session, as amended, and section 5 of Executive Order 10427 dated January 16, 1953, there is hereby delegated to the Secretary of Agriculture, with his consent, the authority of prescribing, delineating and certifying counties, parishes or other political subdivisions or portions thereof contained in such major disaster areas as determined by the President under Public Law 875, 81st Congress, 2d Session; for the purpose of performing the functions prescribed in sections (b) and (d) of Public Law 115, 83d Congress, 1st Session (63 Stat. 43), and for the purpose of rendering assistance pursuant to the allocation of funds of October 7, 1953, or pursuant to section 301 of Public Law 480, 83d Congress, 2d Session, or for the purpose of rendering assistance pursuant to the allocation of funds of April 7, 1955.

(2) The authority herein delegated may be redelegated to any officer or employee of the Department of Agriculture.

(3) This delegation of Authority became effective July 31, 1953.

SEC. 16. *Revocation.* The Office of Emergency Planning Organizational Statement and Delegations of Authority published in the FEDERAL REGISTER of January 15, 1963 (28 F.R. 387) is revoked.

Dated: June 17, 1964.

EDWARD A. McDERMOTT,
Director,

Office of Emergency Planning.

[F.R. Doc. 64-6282; Filed, June 23, 1964; 8:51 a.m.]

PUERTO RICO

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958, Public Law 85-763, and Public Law 87-296; by virtue of the Act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of "major disaster" by the President in his letter to me dated May 26, 1964, reading in part as follows:

I have determined the extreme drought conditions affecting the southern portion of Puerto Rico to be of sufficient severity and magnitude to warrant disaster assistance by the Federal Government to supplement State and local efforts.

I do hereby determine the following municipalities in the Commonwealth of Puerto Rico to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of May 26, 1964:

The municipalities of:

Aibonito.	Maricao.
Arroyo.	Mayaguez.
Cabo Rojo.	Patillas.
Cayey.	Penuelas.
Coamo.	Ponce.
Culebras.	Sabana Grande.
Guanica.	Salinas.
Guayama.	San German.
Guayanilla.	Santa Isabel.
Hormigueros.	Vieques.
Juana Diaz.	Villalba.
Lajas.	Yauco.

Dated: June 17, 1964.

EDWARD A. McDERMOTT,
Director,
Office of Emergency Planning.

[F.R. Doc. 64-6283; Filed, June 23, 1964; 8:51 a.m.]

VIRGIN ISLANDS

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, and Executive Order 11051 of September 27, 1962 (18 F.R. 407, 22 F.R. 8799, 27 F.R. 9683); Reorganization Plan No. 1 of 1958, Pub-

lic Law 85-763, and Public Law 87-296; by virtue of the Act of September 30, 1950, entitled "An Act to authorize Federal assistance to State and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; notice is hereby given of a declaration of a "major disaster" by the President in his letter to me dated June 8, 1964, reading in part as follows:

I have determined the extreme drought conditions affecting various areas of the Virgin Islands to be of sufficient severity and magnitude to warrant disaster assistance by the Federal Government to supplement Territorial and local efforts.

I do hereby determine the following islands in the Virgin Islands to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of June 8, 1964;

The islands of:

St. Croix. St. Thomas.
St. John.

Dated: June 17, 1964.

EDWARD A. McDERMOTT,
Director,
Office of Emergency Planning.

[F.R. Doc. 64-6284; Filed, June 23, 1964;
8:51 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4218]

COLUMBIA GAS SYSTEM, INC., ET AL.

Notice of Proposed Sale and Acquisition of Properties by Non-Affiliates; Intra-System Issuances, Sales and Acquisitions of Securities

JUNE 18, 1964.

In the matter of the Columbia Gas System, Inc., 120 East 41st Street, New York, New York, 10017; Atlantic Seaboard Corporation, 1700 MacCorkle Avenue, S.E., Charleston, West Virginia; Consolidated Natural Gas Company, 30 Rockefeller Plaza, New York, New York, 10020; File No. 70-4218.

Notice is hereby given that the Columbia Gas System, Inc. ("Columbia"), a registered holding company, and one of its subsidiary companies, Atlantic Seaboard Corporation ("Seaboard"), and Consolidated Natural Gas Company ("Consolidated"), a nonaffiliated registered holding company, have filed a joint application-declaration pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6(b), 9(a), 10 and 12(d) of the Act and Rules 44 and 50(a) (3) thereunder as applicable to the proposed transactions. All interested persons are referred to said joint application-declaration, on file at the office of the Commission, for a statement of the proposed transactions which are summarized as follows:

Seaboard, a wholly owned nonutility pipeline subsidiary company of Columbia, is engaged in the purchase, storage, transmission and sale, at wholesale only, of natural gas to affiliated and nonaffili-

ated companies. In furtherance of this business Seaboard has entered into agreements with certain nonaffiliates, i.e., Hope Natural Gas Company ("Hope"), a gas utility subsidiary company of Consolidated; Columbian Carbon Company ("Columbian"); and Columbian Carbon Company ("Operator") (for itself, William E. Snee, Orville Eberly, Arthur M. Hill, South Penn Oil Company (now Pennzoil Company) and Tidewater Oil Company), for the purchase of certain properties located in what is known as underground Storage Field X-77 ("Glady Field")—such field encompassing approximately 57,200 acres (including approximately 37,500 protective acres) situated in Randolph and Pocahontas Counties in West Virginia.

Hope, Columbian and Operator are presently operating in the Glady Field and own certain interests in real estate, gas reserves, oil and gas leases, gas wells, pipelines and related facilities located therein, which they propose to sell, and which Seaboard proposes to acquire, in connection with the construction and operation by Seaboard of an underground reservoir for the storage of natural gas.

Seaboard will acquire said properties and interests of the sellers for an aggregate consideration of \$8,528,070, including \$4,584,163 for the remaining gas reserves (presently estimated at 16,980,604 Mcf) at 27 cents per Mcf. Of the total purchase price, an aggregate of \$1,506,000 relates to Hope's properties and reserves, and the balance to those of the other sellers. Adjustments to the date of closing will be made to reflect changes occurring in the intervening period since the date of the agreements. Subsequent to the foregoing acquisition, Seaboard estimates that construction expenditures by it during the balance of 1964 for the activation of the Glady Field will amount to \$3,082,000.

Seaboard states that in order to meet its increasing market requirements for natural gas, it is economically more feasible to acquire and activate the proposed underground storage facilities than resort to the only alternative of constructing additional transmission facilities; and that by 1970, when maximum utilization of the proposed storage project is anticipated, Seaboard expects that its total accumulated costs of that project would amount to \$11,900,000 less than the cost of constructing additional pipeline capacity. Seaboard estimates the storage capacity of its proposed storage field to be approximately 19,500,000 Mcf (at effective storage pressure of 2,050 psig), of which 12,195,000 Mcf would be available for current delivery and the balance would be stored cushion gas.

To finance, in part, the purchase and the activation of the field through 1964, Seaboard estimates that it will require \$8,900,000 of new money. It proposes to obtain these funds through the issuance and sale by Seaboard, and the acquisition by Columbia, of (1) 72,000 shares of Seaboard's common stock, \$25 par value, for an aggregate of \$1,800,000 and (2) \$7,100,000 face amount of Seaboard's unsecured installment Promissory Notes. Such notes are to be dated on the date of issue, are to mature in

twenty-five equal annual installments on January 15th in each of the years 1966 to 1990, inclusive, and are to bear interest at the rate of 4.7 percent per annum, which is approximately equal to the cost of money to Columbia with respect to its sale of senior debentures on May 7, 1964.

The estimated fees and expenses to be paid in connection with the proposed transactions are to be supplied by amendment.

Seaboard has applied to the Federal Power Commission for authority to construct, activate and operate the proposed underground storage field. A copy of the order entered therein is to be supplied by amendment. The transactions proposed by Hope have been authorized by the Public Service Commission of West Virginia. It is represented that no other State or Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than July 13, 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 said joint application-declaration 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 addresses, 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).

ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-6243; Filed, June 23, 1964;
8:45 a.m.]

[File No. 24SF-2850]

HOLLOWAY OUTDOOR ADVERTISING, INC.

Notice and Order for Hearing

JUNE 18, 1964.

I. Holloway Outdoor Advertising, Inc. (issuer), 9171 Sunset Boulevard, Los Angeles 46, California, a California corporation, filed in the San Francisco Regional Office on February 20, 1961, a notification on Form 1-A and an offering circular, relating to a proposed offering of 90,000 shares of its 25 cents par value common stock to be offered at \$2.50 per

share for an aggregate offering price of \$225,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder. Pacific Coast Securities Company, Inc. was named as underwriter on a firm commitment basis.

II. The Commission, on May 18, 1964, issued an order pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended, temporarily suspending the issuer's exemption under Regulation A, and affording to any person having any interest therein an opportunity to request a hearing. A written request for a hearing has been received by the Commission.

The Commission deems it necessary and appropriate that a hearing be held for the purpose of determining whether it should vacate the temporary suspension order or enter an order of permanent suspension in this matter.

It is hereby ordered, Pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended, that a hearing be held at 10:00 a.m. p.d.s.t., on August 5, 1964, at the Los Angeles Branch Office of the Commission, 6331 Hollywood Boulevard, Los Angeles, California, with respect to the matters set forth in section II of the Commission's order dated May 18, 1964, which temporarily suspended the Regulation A exemption of Holloway Outdoor Advertising, Inc., without prejudice, however, to the specification of additional issues which may be presented in these proceedings.

III. It is further ordered, That Warren E. Blair, or any other officer or officers of the Commission designated by it for that purpose, shall preside at the hearing; that any officer or officers so designated to preside at any such hearing are hereby authorized to exercise all the powers granted to the Commission under sections 19(b), 21 and 22(c) of the Securities Act of 1933, as amended, and to hearing officers under the Commission's rules of practice.

It is further ordered, That the Secretary of the Commission shall serve a copy of this order by registered mail on Holloway Outdoor Advertising, Inc., and that notice of the entering of this order shall be given to all persons by general release of the Commission and by publication in the FEDERAL REGISTER. Any person who desires to be heard or otherwise wishes to participate in the hearing shall file with the Commission on or before August 3, 1964, a request relative thereto as provided in Rule 9(c) of the Commission's rules of practice.

It is further ordered, That Holloway Outdoor Advertising, Inc., pursuant to Rule 7, of the rules of practice of the Commission (17 CFR 201.7), shall file an answer to the allegations set forth in section II of the Commission's order dated May 18, 1964. Such answer shall be filed in the manner, form and within the time prescribed by 17 CFR 201.7 and shall specifically admit or deny or state that Holloway Outdoor Advertising, Inc. does not have, and is unable to obtain, sufficient information to admit or deny each of the allegations set forth in section II of the Commission's order dated May 18, 1964.

Notice is hereby given that if Holloway Outdoor Advertising, Inc. fails to file an answer pursuant to 17 CFR 201.7 within fifteen days after service upon it of this notice and order for hearing, the proceedings may be determined against Holloway Outdoor Advertising, Inc. by the Commission upon consideration of this notice and order for hearing and said allegations in section II of the Commission's order dated May 18, 1964, may be deemed to be true.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-6244; Filed, June 23, 1964;
8:45 a.m.]

[File 7-2378]

INGERSOLL-RAND CO.

Notice of Application for Unlisted Trading Privileges and of Opportunities for Hearing

JUNE 18, 1964.

In the matter of application of the Pacific Coast Stock Exchange for unlisted trading privileges in a certain security.

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

Ingersoll-Rand Company, file 7-2378.

Upon receipt of a request, on or before July 4, 1964, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 64-6245; Filed, June 23, 1964;
8:46 a.m.]

[File No. 37-59]

SOUTHERN CO. ET AL.

Notice of Request for Permanent Authorization of Modifications of Organization and Conduct of Business of Subsidiary Service Company and Sales and Acquisitions of Securities and Other Assets

JUNE 18, 1964.

In the matter of the Southern Company, Southern Services, Inc., Alabama Power Company, 3390 Peachtree Road, N.E., Atlanta, Georgia 30326; File No. 37-59.

Notice is hereby given that Southern Services, Inc. ("Service Company"), a wholly-owned subsidiary service company of The Southern Company ("Southern"), a registered holding company, and Southern and Alabama Power Company, a public-utility subsidiary company of Southern, have filed amendments to their joint application-declaration pursuant to sections 6(a), 7, 9(a), 10, 12(f) and 13(b) of the Public Utility Holding Company Act of 1935 ("Act"), and Rules 43 and 88 promulgated thereunder requesting that this Commission make permanent its temporary authorization of certain modifications of the organization and conduct of business of Service Company and related sales and acquisitions of securities and other assets contained in its order dated December 21, 1962 (Holding Company Act Release No. 14776).

All interested persons are referred to the amended joint application-declaration, on file in the office of the Commission, for a statement of the transactions which are summarized below.

Service Company renders professional and technical services at cost to all associate companies in the Southern system. In accordance with the Commission's order dated December 21, 1962, Service Company was transformed from a mutual service company, all of whose stock was owned by Alabama Power Company, Georgia Power Company, Gulf Power Company and Mississippi Power Company, to a wholly-owned subsidiary of Southern. In addition, the Commission authorized the transfer of the 21 officers and employees then on the payroll of Southern to Service Company, and permitted Service Company to charge the costs of the services performed by them to all associate companies on the basis of benefits conferred. The amounts of such service costs charged to particular associate companies each year are expected to vary, depending upon the nature of the services rendered. In 1963, the total costs of these services amounted to \$611,492, of which Southern was charged \$215,248 and the operating subsidiary companies were charged \$396,244. Southern will continue to bear other expenses and taxes which amounted to \$902,511 in the same period.

Service Company represents that no consent or approval of any State or Federal commission, other than this Commission, is required in respect of the proposed transactions.

Service Company has agreed to the imposition of the following terms and conditions in the Commission's order granting and permitting the application-dec-

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JUNE 19, 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. 39089: Brick and related articles from and to points in Southwestern Territory. Filed by Southwestern Freight Bureau, Agent (No. B-8562), for interested rail carriers. Rates on blocks, brick or tile, as described in the application, in carloads, between points in southwestern territory, on the one hand, and points in western trunk-line and Illinois Freight Association territories, on the other.

Grounds for relief: Carrier competition, short-line distance formula and grouping.

Tariff: Supplement 27 to Southwestern Freight Bureau, agent, tariff I.C.C. 4561.

FSA No. 39090: Roofing and building material to Boca Raton, Fla. Filed by Southwestern Freight Bureau, agent (No. B-8560), for interested rail carriers. Rates on roofing and building materials, in carloads, from points in southwestern territory, to Boca Raton, Fla.

Grounds for relief: Market competition.

Tariff: Supplement 14 to Southwestern Freight Bureau, agent, tariff I.C.C. 4440.

FSA No. 39091: Scrap iron or steel to Follansbee, W. Va. Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2724), for interested rail carriers. Rates on scrap iron or steel, in carloads, from Cincinnati, Ohio, to Follansbee, W. Va.

Grounds for relief: Market competition.

Tariff: Supplement 67 to Traffic Executive Association-Eastern Railroads, Agent, tariff I.C.C. 4807.

FSA No. 39092: Class and commodity rates from and to Scotia, Ky. Filed by O. W. South, Jr., agent (No. A4529), for interested rail carriers. Rates on various commodities moving on class and commodity rates, in carloads and less-than-carloads, from or to Scotia, Ky., on the one hand, and points in United States and Canada, on the other.

Grounds for relief: New station and grouping.

FSA No. 39093: Joint motor-rail rates—Eastern Central. Filed by The Eastern Central Motor Carriers Association, Inc., agent (No. 267), for interested carriers. Rates on various commodities moving on class and commodity rates, over joint routes of applicant rail and motor carriers, between points in central states, middlewest and southwestern territories, on the one hand, and points in middle Atlantic and New England territories, on the other.

Grounds for relief: Motor-truck competition.

Tariff: 18th revised page 222 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-6256; Filed, June 23, 1964; 8:47 a.m.]

[Notice No. 310]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

JUNE 19, 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 1124 (Deviation No. 13), HERRIN TRANSPORTATION COMPANY, 2301 McKinney Avenue, Houston, Tex., 77003, filed June 11, 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 Orange, Tex., and Lake Charles, La., over Interstate Highway 10, 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: between Orange and Lake Charles over U.S. Highway 90.

No. MC 1124 (Deviation No. 14), HERRIN TRANSPORTATION COMPANY, 2301 McKinney Avenue, Houston, Tex., 77003, filed June 11, 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 40S and 61 approximately 1 mile north of West Memphis, Ark. over Interstate Highway 40 to Little Rock, Ark., 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 Memphis over U.S. Highway 70 to Little Rock, and return over the same route.

laration, as amended, to become effective:

1. No change in the organization of Service Company, the type and character of the companies to be serviced, the method of allocating costs to associate companies, or in the scope or character of services to be rendered, shall be made unless and until Service Company shall first have given the Commission written notice of such proposed change not less than 60 days prior to the proposed effectiveness of any such change. If, upon the receipt of any such notice, the Commission within the 60-day period shall notify Service Company that a question exists as to whether the aforesaid proposed change is consistent with the provisions of section 13 of the Act, or of any rule, regulation or order thereunder, the proposed change shall not become effective unless and until Service Company shall have filed with the Commission an appropriate declaration with respect to such proposed change, and the Commission shall have permitted such declaration to become effective.

2. In the event that the operation of Service Company's cost allocation method does not result in a fair and equitable allocation of its costs among the serviced associate companies, the Commission reserves the right to require, after notice and opportunity for hearing, prospective adjustments, and, to the extent that it appears feasible and equitable, retroactive adjustments of such cost allocations.

3. Jurisdiction is reserved by the Commission to take such further action as may be necessary or appropriate to carry out the provisions of section 13 of the Act and the rules, regulations and orders thereunder.

Notice is further given that any interested person may, not later than July 6, 1964, request in writing that a hearing be held in respect of such matters, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by the said amended joint application-declaration which he desires to controvert; or he may request that he be notified should the Commission order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicants-declarants, 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 application-declaration, as amended or as it may be further amended, may be granted and permitted to become effective in the manner provided by Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided by Rules 20 (a) and 100 thereof, or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 64-6246; Filed, June 23, 1964; 8:46 a.m.]

No. MC 1658 (Deviation No. 8), NORWALK TRUCK LINES, INC., OF DELAWARE, Manheim Pike, Lancaster, Pa., filed June 10, 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 Baltimore, Md., over U.S. Highway 40 to junction Interstate Highway 695, thence over Interstate Highway 695 to junction Interstate Highway 83, thence over Interstate Highway 83 to York, Pa., thence over U.S. Highway 30 to Lancaster, Pa., 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 Lancaster over U.S. Highway 222 to junction U.S. Highway 1 near Conowingo, Md., thence over U.S. Highway 1 to Baltimore, and return over the same route.

No. MC 3062 (Deviation No. 1), L. A. TUCKER TRUCK LINES, INC., 321 North Spring Avenue, Cape Girardeau, Mo., filed June 11, 1964. Carrier's attorney: B. W. LaTourette, Jr., Suite 1230 Boatmen's Bank Building, St. Louis 2, Mo. 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. Highways 60, 70 and Interstate Highway 55 at or near West Memphis, Ark., over Interstate Highway 55 to St. Louis, Mo., 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 West Memphis over U.S. Highway 61 to junction U.S. Highway 67, thence over U.S. Highway 67 to St. Louis, and return over the same route.

No. MC 9942 (Deviation No. 12), HALL FREIGHT LINES, INC., 12-18 College Street, Danville, Ill., filed June 8, 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 approximately one-fourth mile south of Deer Creek, Ill., over Interstate Highway 74 to Champaign, 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 a pertinent service route as follows: from Deer Creek over U.S. Highway 150 to Champaign, and return over the same route.

No. MC 9942 (Deviation No. 13), HALL FREIGHT LINES, INC., 12-18 College Street, Danville, Ill., filed June 8, 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 a point approximately 2 miles west of Danville, Ill., over Interstate Highway 74 to a point approximately 3 miles east of Danville, 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 Peoria, Ill., over U.S. Highway 150 to Terre Haute, Ind.,

and from Danville over U.S. Highway 136 to Indianapolis, Ind., and return over the same route.

No. MC 9942 (Deviation No. 14), HALL FREIGHT LINES, INC., 12-18 College Street, Danville, Ill., filed June 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 a point approximately 2 miles west of Veedersburg, Ind., over Interstate Highway 74 to a point approximately one-quarter-mile north of Lizton, Ind., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from Danville, Ill., over U.S. Highway 136 to Indianapolis, Ind., and return over the same route.

No. MC 113528 (Deviation No. 3) MERCURY FREIGHT LINES, INC., Post Office Box 1624, Mobile, Ala., filed June 10, 1964. Carrier's attorney: Drew L. Carraway, Suite 618 Perpetual Building, 1111 E Street NW., Washington 4, D.C. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: from Meridian, Miss., over Interstate Highway 59, to junction Interstate Highway 12, thence over Interstate Highway 12 to junction Interstate Highway 10, thence over Interstate Highway 10 to Beaumont, Tex., 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 Birmingham, Ala., over U.S. Highway 11 to junction Mississippi Highway 26, near Poplarville, Miss., thence over Mississippi Highway 26 to the Mississippi-Louisiana State line, thence over Louisiana Highway 10 to Bogalusa, La., thence over Louisiana Highway 21 to Covington, La., thence over U.S. Highway 190 to Kinder, La., thence over U.S. Highway 165 to junction U.S. Highway 90, and thence over U.S. Highway 90 to Houston, Tex., and return over the same route.

No. MC 30605 (Deviation No. 12), THE SANTA FE TRAIL TRANSPORTATION COMPANY, 1412 Railway Exchange, 80 East Jackson Boulevard, Chicago 4, Ill., filed June 9, 1964. Carrier's attorney: Frances J. Steinbrecher, same address as applicant: Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: from Houston, Tex., over Interstate Highway 10 (and Texas Highway 73) to junction Texas Highway 124, thence over Interstate Highway 10 (and Texas Highway 124) to Beaumont, Tex., 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 Houston, over U.S. Highway 90 to Beaumont, and return over the same route.

No. MC 42487 (Deviation No. 25), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175

Linfield Drive, Menlo Park, Calif., filed June 10, 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 Interstate Highway 65, thence over Interstate Highway 65 to Indianapolis, Ind., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from Chicago over U.S. Highway 41 to junction U.S. Highway 52, thence over U.S. Highway 52 to Cincinnati, Ohio, and return over the same route.

No. MC 113528 (Deviation No. 1), MERCURY FREIGHT LINES, INC., P.O. Box 1624, Mobile, Ala., filed June 10, 1964. Carrier's attorney: Drew L. Carraway, Suite 618 Perpetual Building, 1111 E Street NW., Washington, D.C., 20004. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: from Birmingham, Ala., over Interstate Highway 20 to Meridian, Miss., 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 Birmingham over U.S. Highway 11 to Meridian, Miss., and thence over U.S. Highway 80 to Fort Worth, Tex.; from Selma, Ala., over U.S. Highway 80 to junction U.S. Highway 11; from Birmingham over U.S. Highway 11 (formerly Alabama Highway 5) to junction Alabama Highway 5, thence over Alabama Highway 5 to junction Alabama Highway 14 (formerly Alabama Highway 43), thence over Alabama Highway 5 to junction U.S. Highway 43 at or near Thomasville, Ala., and thence over U.S. Highway 43 (formerly Alabama Highway 5) to Mobile; from Selma over Alabama Highway 22 to Safford, Ala., and from Mobile over U.S. Highway 45 to junction combined U.S. Highways 11-80, at or near Meridian, Miss., and return over the same routes.

No. MC 113528 (Deviation No. 2), MERCURY FREIGHT LINES, INC., P.O. Box 1624, Mobile, Ala., filed June 10, 1964. Carrier's attorney: Drew L. Carraway, Suite 618 Perpetual Bldg., 1111 E Street NW., Washington, D.C., 20004. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: from Meridian, Miss., over Interstate Highway 20 to Dallas, Tex., 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 Birmingham over a U.S. Highway 11 to Meridian, and thence over U.S. Highway 80 to Fort Worth, Tex., and return over the same route.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 177) (canceling Deviation No. 115), GREYHOUND LINES, INC., (Southern Greyhound Lines Division), 219 East Short Street,

Lexington, Ky., filed January 8, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage*, over a deviation route as follows: (A) from junction Interstate Highway 85 and U.S. Highway 29 northeast of Charlotte, N.C. over Interstate Highway 85 to junction U.S. Highway 29, near Grover, N.C., and over the following access routes: from junction Interstate Highway 85 and access route (unnumbered highway) east of Gastonia, N.C. over access route to junction U.S. Highways 29 and 74; from junction U.S. Highways 29 and 74 and North Carolina Highway 274 at Gastonia over North Carolina Highway 274 to junction Interstate Highway 85; and, from Kings Mountain, N.C. over access route, North Carolina Highway 161 to junction Interstate Highway 85, immediately south of Kings Mountain; (B) from junction Interstate Highway 85 and South Carolina Highway 129, west of Spartanburg, S.C. over Interstate Highway 85 to junction U.S. Highway 178, thence over U.S. Highway 178 to Anderson, S.C., and over the following access routes: from junction Interstate Highways 85 and 385 over Interstate Highway 385 to Greenville, S.C. from junction Interstate Highways 85 and 185 over Interstate Highway 185 to Greenville; and, from junction Interstate Highway 85 and South Carolina Highway 81 over South Carolina Highway 81 to Anderson, S.C., and (C) from junction South Carolina Highway 292 and U.S. Highway 29 at Lyman, S.C. over U.S. Highway 29 to junction South Carolina Highway 101, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: from Fort Chiswell, Va. over U.S. Highway 52 to Lexington, N.C., thence over U.S. Highway 29 to junction Alternate U.S. Highway 29 (about 7 miles south of Salisbury, N.C.), thence over U.S. Highway 29 to Charlotte, thence over U.S. Highway 29 to junction unnumbered highway near Belmont, N.C., thence over unnumbered highway to Belmont, thence return over said unnumbered highway to junction U.S. Highway 29, thence over U.S. Highway 29 via Gastonia and Kings Mountain, to junction Alternate U.S. Highway 29 near Grover, thence over Alternate U.S. Highway 29 via Blacksburg, Gaffney, S.C. and Spartanburg, to Lyman, thence over South Carolina Highway 292 to Duncan, S.C., thence over South Carolina Highway 290 to Greer, S.C., thence over South Carolina Highway 101 to junction U.S. Highway 29, thence over U.S. Highway 29 to Greenville, S.C., thence over South Carolina Highway 81 to Anderson, and return over the same route.

No. 8500 (Deviation No. 5), TENNESSEE TRAILWAYS, INC., 710 Sevier Avenue, Knoxville 20, Tenn., filed June 10, 1964. Carrier proposes to operate as a *common carrier*, by motor vehicle of *passengers and their baggage*, over a deviation route as follows: from Crossville, Tenn., over U.S. Highway 70N to junction Interstate Highway 40, approximately 4 miles west of Monterey, Tenn., thence over Interstate Highway 40 to

junction Tennessee Highway 53, thence over Tennessee Highway 53 to junction U.S. Highway 70N, near Carthage, thence over U.S. Highway 70N to Nashville, Tenn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: from Knoxville, over U.S. Highway 70 to Crossville, and thence over U.S. Highway 70S to Nashville, and return over the same route.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-6257; Filed, June 23, 1964;
8:47 a.m.]

[Notice No. 651]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

JUNE 19, 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 o'clock a.m., local daylight saving time, if that time is observed), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING

SECTION A. MOTOR CARRIERS OF PROPERTY

No. MC 107002 (Sub-No. 207), filed June 5, 1964. Applicant: HEARIN-MILLER TRANSPORTERS, INC., Post Office Box 1123, Highway 80 West, Jackson, Miss., 39205. Applicant's attorney: 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: *Acids and chemicals*, in bulk, in tank or hopper-type vehicles, from Avondale, La., to points in Florida.

NOTE: Applicant states no duplicating authority is sought.

HEARING: July 13, 1964, at the Mayflower Hotel, Jacksonville, Fla., before Examiner Theodore M. Tahan.

No. MC 110420 (Sub-No. 373), filed June 17, 1964. Applicant: QUALITY CARRIERS, INC., Post Office Box 339, Burlington, Wis. Applicant's attorney: Charles W. Singer, 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: *Liquid and dry*

commodities, in bulk, and *empty containers*, between points in Wisconsin. RESTRICTION: Liquid and dry commodities having a prior or subsequent movement via rail, water and/or highway, and excluding cement.

HEARING: July 6, 1964, at the U.S. Court Rooms, Madison, Wis., before Joint Board No. 96.

No. MC 119268 (Sub-No. 37), filed June 17, 1964. Applicant: OSBORN, INC., 228 North Fourth Street, Gadsden, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen foods*, including fruit juices and vegetable juices and concentrates thereof, in mixed shipments with canned goods including fruit juices and vegetable juices and concentrates thereof, not frozen, (2) *frozen foods*, including fruit juices and vegetable juices and concentrates thereof, in mixed shipments with commodities exempt from economic regulation pursuant to the provisions of section 203(b)(6) of the Interstate Commerce Act, (3) *canned goods*, including fruit juices and vegetable juices and concentrates thereof, not frozen, in mixed shipments with commodities exempt from economic regulation pursuant to the provisions of section 203(b)(6) of the Interstate Commerce Act, (4) *canned goods*, including fruit juices and vegetable juices and concentrates thereof, not frozen and (5) *frozen foods*, including fruit juices and vegetable juices and concentrates thereof from points in California and Arizona to points in Alabama, Florida, Georgia, Louisiana, Mississippi, Kentucky, Tennessee, Minnesota, and Wisconsin.

HEARING: July 27, 1964, at the Pickwick Motor Inn, McGee and 10th, Kansas City, Mo., before Examiner Richard H. Roberts.

SECTION B. MOTOR CARRIERS OF PROPERTY

No. MC 3468 (Sub-No. 149), filed December 31, 1963. Applicant: F. J. BOUTELL DRIVEAWAY CO., INC., 705 South Dort Highway, Flint, Mich. 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: *New automobiles*, in initial movements, in truckaway service, from Detroit, Mich., to points in Nebraska (except Omaha).

HEARING: July 27, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Charles B. Heinemann.

No. MC 42866 (Sub-No. 10), filed July 23, 1962. Applicant: NATIONAL VAN LINES, INC., 2800 West Roosevelt Road, Broadview, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New and used furniture*, uncrated, *new and used household furnishings, fixtures, equipment and appliances*, uncrated, *new and used office, store, church, school, library, institutional, and commercial fixtures, equipment, appliances, and furnishings*, uncrated, *airplane seats*, uncrated, *new and used building fixtures and equipment*, including but not limited to arches, balusters, bells, carillons, carts, chimes, columns, cor-

nices, cretings, crosses, fencing, fire escapes (slide type), flower boxes, gates, grills, jardineres, lamps, letters, liturgical arts, lowers, metalwork (ornamental and decorative), millwork, mouldings, panels, plaques, posts and ropes, railings, scoreboards, screens, sculptured figures, sculptured modulants, shelf racks on wheels, shutters, signs, solar screens, spires, stages, steeples, sun control devices, treillages, turnstiles, urns, and weathervanes, uncrated, new and used laboratory, hospital, scientific, dental, medical, and school furniture, fixtures, appliances, instruments, and equipment, uncrated, articles, including objects of art, displays and exhibits, which because of their unusual nature or value require the specialized handling and equipment usually employed in moving household goods, including but not limited to microfilm equipment, television recording cameras, audio equipment, office equipment containing intricate and delicate wiring and of high value, laboratory equipment for microwave portable sets, portable carrier sets used in the transmission of telegraph messages, tabulators and accessory tabulating machinery and equipment, stage scenery, props, stage furniture, fixtures and equipment, costumes, baggage, and pipe organs, uncrated, automobiles used for display purposes, uncrated, articles, including objects of art, displays and exhibits, not of an unusual nature or value but which require specialized handling, facilities and specifically trained employees not ordinarily used in general commodity transportation, including but not limited to photographic machinery and equipment used in microfilming and reproducing photographic records, white line, black line, and blueprint machines, pinball machines, calculating machines and parts, cash registers, cafeteria and kitchen equipment, television sets and transmitting equipment, switchboards, communication equipment, radar equipment, sound systems, phonographs, electronic organs, jukeboxes, coin operated vending machines, musical instruments, new floor coverings, and voting machines, all uncrated (except that small parts and pieces accompanying shipments may be packed in cloth bag and attached to individual article of which it is a component part or shipped separately in a bag, packaged or box), between points in the United States (except between points in California, on the one hand, and, on the other, points in Oregon and Washington, between points in Oregon and Washington, and between points in Washington, on the one hand, and, on the other, points in Oregon).

HEARING: July 30, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Charles B. Heinemann.

No. MC 119767 (Sub-No. 16), filed December 24, 1963. Applicant: BEAVER TRANSPORT CO., a corporation, 100 South Calumet Street, Burlington, Wis. Applicant's attorney: C. W. Singer, 33 North La Salle Street, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Ammonia compound, animal feed, shampoo, soap, and*

washing compound, from the plant site of Armour Grocery Products Co., located in Aurora Township, Kane County, Ill., to points in Wisconsin, and (2) *ammonia compound, bouillon cubes, animal feed, canned meat, pizza mix with and without sauce, and cheese, shampoo, soap, tomato paste, and washing compound*, from the plant site of Armour Grocery Products Co., located in Aurora Township, Kane County, Ill., to points in Minnesota and the upper peninsula of Michigan.

NOTE: Common control may be involved.

HEARING: July 29, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Charles B. Heinemann.

No. MC 123639 (Sub-No. 13), filed December 23, 1963. Applicant: J. B. MONTGOMERY, INC., 5150 Brighton Boulevard, Denver 16, Colo. Applicant's attorney: Charles W. Singer, 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: *Frozen foods*, from Hastings, Nebr., to Baltimore, Md., Detroit, Mich., Milwaukee, Wis., and points in Indiana, Iowa, Ohio, Kentucky, and Illinois (except Chicago).

HEARING: July 28, 1964, at the Midland Hotel, Chicago, Ill., before Examiner Charles B. Heinemann.

NOTICE OF FILING OF PETITIONS

No. MC 11753 (Sub-No. 25), (PETITION FOR INTERPRETATION), filed June 8, 1964. Petitioner: CHARLES H. BEANEY doing business as BEANEY TRANSPORT, Brockport, N.Y. Petitioner's representative: Charles H. Trayford, 220 East 42d Street, New York, N.Y., 10017. Petitioner is authorized in No. MC 11753 (Sub-No. 25), to transport fresh fruits, fresh vegetables, and the commodities described in paragraphs A, B, and C, in the appendix to the report in *Modification of Permits—Packing House Products*, 48 M.C.C. 628, over irregular routes, between the boundary of the United States and Canada at Alexandria Bay, Buffalo, and Niagara Falls, N.Y., on the one hand, and, on the other, points in Connecticut, Delaware, the District of Columbia, Maryland, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, and Rhode Island, restricted to the transportation of shipments moving from or to Canada. By the instant petition, petitioner requests the Commission interpret the above-described Certificate relative to the commodities it may transport. 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 FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 42289 (Sub-No. 7), filed June 16, 1964. Applicant: LOMBARD BROS., INCORPORATED, 249 Mill Street, Waterbury, Conn. Applicant's attorney: Thomas W. Murrett, 410 Asy-

lum Street, Hartford, Conn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in Massachusetts.

NOTE: This is a matter directly related to MC-F 8782, published this issue.

No. MC 58946 (Sub-No. 3), filed June 16, 1964. Applicant: P. WAJER & SONS EXPRESS CO., INC., Post Office Box 532, Webster, Mass. Applicant's attorney: Martin Werner, 2 West 45th Street, New York 36, N.Y. Authority sought to operate as a common carrier, by motor vehicle, transporting: *Over regular routes: General commodities* (except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) between Putnam and Hartford, Conn., via Willimantic; from Putnam over Connecticut Highway 12 to Danielson, Conn., thence over U.S. Highway 6 to Hartford, and return over the same route, serving all intermediate points, and the off-route points of Rogers, Dayville, Killingly, Moosup, Plainfield and Wauregan, (2) between Putnam and Hartford, Conn., via West Ashford and Bolton, Conn.; from Putnam over U.S. Highway 44 to junction U.S. Highway 44A at West Ashford, thence over U.S. Highway 44A to junction U.S. Highway 6 at or near Burnside, thence over U.S. Highway 6 to Hartford, and return over the same route, serving all intermediate points, and the off-route points of Woodstock, Fabyan, Quinebaug, Thompson, Mechanicsville, Grosvenordale, North Grosvenordale, and Wethersfield, Conn., (3) between Willimantic and Hartford, Conn.; from Willimantic over U.S. Highway 6 to Hartford, and return over the same route, serving all intermediate points, and the off-route points of Wethersfield, Glastonbury, East Glastonbury and South Glastonbury, Conn., (4) between Willimantic and Hartford, Conn., via Tolland, Rockville and East Windsor Hill, Conn.; from Willimantic over Connecticut Highway 89 to junction Connecticut Highway 195, thence over Connecticut Highway 195 to junction Connecticut Highway 74, thence over Connecticut Highway 74 to junction Connecticut Highway 83 to Rockville, Conn., thence over Connecticut Highway 83 to junction Connecticut Highway 194 at Tolcottville, thence over Connecticut Highway 194 to junction U.S. Highway 5, thence over U.S. Highway 5 to Hartford, and return over the same route, serving all intermediate points, and the off-route points of Vernon, Wethersfield, Glastonbury, Buckingham, East Glastonbury, South Glastonbury, Manchester, South Windsor and East Hartford, Conn., (5) between Willimantic and Hartford, Conn., via Stafford Springs and Thompsonville, Conn.; from

Willimantic over Connecticut Highway 89 to junction Connecticut Highway 195, thence over Connecticut Highway 195 to junction Connecticut Highway 32, thence over Connecticut Highway 32 to Stafford Springs, thence over Connecticut Highway 190 to Thompsonville, thence over U.S. Highway 5A (or Connecticut Highway 75 and Interstate Highway 91) to Hartford, and return over the same route, serving all intermediate points and the off-route points of Eagleville, Coventry, Stafford, Staffordville, Granby, Bloomfield, Newington, New Britain, Wethersfield, Plainville, Bristol, and Thomaston, Conn., (6) between Willimantic and Windsor Locks, Conn., from Willimantic over U.S. Highway 6 to junction Connecticut Highway 83 at Manchester, thence over Connecticut Highway 83 to junction Connecticut Highway 140 at Ellington, thence over Connecticut Highway 140 to Windsor Locks (or Connecticut Highways 30 and 194 and U.S. Highway 5), and return over the same route, serving all intermediate points, (7) between Willimantic and New Britain, Conn.; from Willimantic over Connecticut Highway 32 to junction Connecticut Highway 190, thence over Connecticut Highway 190 to junction Connecticut Highway 75, or U.S. Highway 5A, thence over Connecticut Highway 75, or over U.S. Highway 5A to junction Connecticut Highway 305, thence over Connecticut Highway 305 to junction Connecticut Highway 187, thence over Connecticut Highway 187 to junction Connecticut Highway 176, thence over Connecticut Highway 176 to junction Connecticut Highway 175, thence over Connecticut Highway 175 to New Britain, and return over the same route, serving all intermediate points, and the off-route points of Willington, East Willington, Stafford, Staffordville, Crystal Lake, Granby, North Granby, Tariffville, Elmwood, West Hartford, Plainville, Bristol, Thomaston, Terryville and Plymouth, Conn., (8) between Willimantic and Pawcatuck, Conn., (a) from Willimantic over Connecticut Highway 32 to junction U.S. Highway 1, thence over U.S. Highway 1 to Pawcatuck, and return over the same route (also from Willimantic over Connecticut Highway 32 to New London, thence over U.S. Highway 1 to junction Connecticut Highway 12, thence over Connecticut Highway 12 to junction U.S. Highway 6 at Danielson, thence over U.S. Highway 6 to Willimantic, and return over the same route), (b) from Willimantic over Connecticut Highway 14 to Plainfield, thence over Connecticut Highway 12 to Groton, thence over U.S. Highway 1 to Pawcatuck, and return over the same route, (c) from Willimantic over Connecticut Highway 14 to Plainfield, Conn., thence over Connecticut Highway 12 to Jewett City, Conn., thence over Connecticut Highway 138 to Voluntown, Conn., thence over Connecticut Highway 49 to junction Connecticut Highway 2, thence over Connecticut Highway 2 to Pawcatuck, and return over the same route, and (d) from Willimantic over Connecticut Highway 32 to Norwich, Conn., thence over Connecticut Highway 2 to Pawcatuck, and return over the

same route, serving all intermediate points, and the off-route points of Poquonock Bridge, Glasco, Ledyard, Preston City, Occum, Baltic, Sterling, Moosup, Central Village, Oneco, Hanover, Canterbury, Franklin, Voluntown, Jewett City, Taftville, Old Mystic, Niantic, Old Lyme, North Stonington, Stonington, Poquetanuck, Greenville, Fitchville, Gilman, Lebanon, Montville, Uncasville, Versailles, Wauregan and Waterford, Conn., (9) between Willimantic and New Haven, Conn. via Middletown, Conn., from Willimantic over U.S. Highway 6A to junction U.S. Highway 5A, thence over U.S. Highway 5A (or U.S. Highway 5) to New Haven and return over the same route, serving all intermediate points, and the off-route points of Naugatuck, Waterbury, Wallingford, Gilead, Rocky Hill, Berlin, Cromwell, Durham, Hamden, North Haven, West Haven and East Haven, Conn., (10) between Willimantic and New Haven, Conn., via Lebanon and Deep River, Conn., from Willimantic over Connecticut Highway 89 to Lebanon, thence over Connecticut Highway 16 to Colchester and Westchester, thence over Connecticut Highway 149 to junction Connecticut Highway 9, thence over Connecticut Highway 9 to junction Connecticut Highway 80, thence over Connecticut Highway 80 to New Haven, and return over the same route, serving all intermediate points, and the off-route points of Higganum, Haddam, Chester, Essex, North Haven, West Haven, East Haven, Centerbrook, Durham, Salem, Hamburg, and Ivoryton, Conn., (11) between Willimantic and New Haven, Conn., (a) from Willimantic over Connecticut Highway 32 to junction U.S. Highway 1, thence over U.S. Highway 1 to New Haven, and return over the same route, and (b) from Willimantic over Connecticut Highway 32 to junction Interstate Highway 95, thence over Interstate Highway 95 to New Haven, and return over the same route, serving all intermediate points, and the following off-route points: Montville, West Haven, East Haven, Westbrook, Hamburg, Chesterfield, Niantic, Old Saybrook, Clinton, Guilford, Stony Creek, North Haven, Branford, Old Lyme, Flanders, Uncasville, and Norwich, Conn., (12) between Putnam and Norwich, Conn., from Putnam over Connecticut Highway 12 to Norwich, and return over the same route, serving all intermediate points, and (13) between Clinton and Groton, Conn., from Clinton over U.S. Highway 1 to Groton, and return over the same route, serving all intermediate points, and over irregular routes, between Willimantic, Conn., and points in Connecticut.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn. This application is directly related to MC-F-8784, published FEDERAL REGISTER, this issue.

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 car-

riers 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-8779. Authority sought for purchase by MODERN MOVING AND STORAGE, INC., 537 South Eastern Boulevard, Fayetteville, N.C., of a portion of the operating rights of FORBES TRANSFER COMPANY, INC., South Goldsboro Street Extension, Wilson, N.C., and for acquisition by E. L. CRUMMIE, also of Fayetteville, N.C., of control of such rights through the purchase. Applicants' attorney: Vaughan S. Winborne, 1108 Capital Club Building, Raleigh, N.C. Operating rights sought to be transferred: *Household goods*, as defined by the Commission, as a *common carrier*, over irregular routes, between Wilson, N.C., and points within 75 miles thereof, on the one hand, and, on the other, points in North Carolina, Virginia, South Carolina, and Georgia. Vendee holds no authority from this Commission. Application has not been filed for temporary authority under Section 210a(b).

No. MC-F-8780. Authority sought for purchase by WARREN C. KREITZ AND ROBERT E. KREITZ, a partnership, doing business as MORRIS KREITZ AND SONS, 717 Tulpehocken Street, Reading, Pa., of a portion of the operating rights of JETWAY, INC., P.O. Box 662, Lansdale, Pa. Applicants' attorney and representative respectively: James W. Hagar, Commerce Building, P.O. Box 432, Harrisburg, Pa., and John W. Frame, P.O. Box 626, 2207 Old Gettysburg Road, Camp Hill, Pa. Operating rights sought to be transferred: *Machinery*, as a *common carrier*, over irregular routes, between points in Berks and Chester Counties, Pa., on the one hand, and, on the other, points in Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, Ohio, and the District of Columbia. Vendee is authorized to operate as a *common carrier* in Pennsylvania, New York, New Jersey, Massachusetts, Rhode Island, Connecticut, Delaware, Maryland, Ohio, Virginia, West Virginia, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8781. Authority sought for control and merger by TRANSPORT MOTOR EXPRESS, INC., P.O. Box 958, Meyer Road, Fort Wayne, Ind., of the operating rights and property of BEST WAY OF INDIANA, INC., P.O. Box 328, Terre Haute, Ind., and for acquisition by ROY HUSER, also of Fort Wayne, Ind., of control of such rights and property through the transaction. Applicants' attorneys: Axelrod, Goodman & Steiner, 39 South La Salle Street, Chicago, Ill., 60603. Operating rights sought to be controlled and merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes, between Chicago, Ill., and Terre Haute, Ind., between Terre Haute, Ind.,

and Evansville, Ind., serving all intermediate and certain off-route points, between Palmyra, Ind., and Louisville, Ky., serving no intermediate points, between Louisville, Ky., and Evansville, Ind., serving all intermediate points, between Huntingburg, Ind., and Gentryville, Ind., serving all intermediate points and the off-route point of Buffalo, Ind., between points in Indiana as follows: from Santa Claus to Dale, from Jasper to junction Indiana Highway 64, thence to junction Indiana Highway 145, from St. Meinrad to New Boston, from Medora to junction Indiana Highway 135 (a distance of approximately 4 miles), and from Cortland to Freetown, serving all intermediate points; between French Lick, Ind., and Bristow, Ind., between Dale, Ind., and junction Indiana Highways 62 and 145, serving all intermediate and certain off-route points, between Adeyville, Ind., and Dale, Ind., serving certain intermediate and off-route points, restricted against the transportation of livestock, between junction Indiana Highways 45 and 62, near Bradley, Ind., and Owensboro, Ky., serving no intermediate points, and restricted against the transportation of any shipment between Evansville, Ind., on the one hand, and, on the other, Owensboro, Ky., between Mitchell, Ind., and junction U.S. Highway 50 and Indiana Highway 235, serving all intermediate points, but restricted against service to or from Mitchell, between Salem, Ind., and Brownstown, Ind., serving all intermediate points, and the off-route point of New Philadelphia, Ind., but restricted against service at the termini, between Bedford, Ind., and Ogilville, Ind., serving all intermediate points and the off-route points of Clear Springs and Houston, Ind., but restricted against service at Bedford, between junction U.S. Highway 50 and Indiana Highway 135 and Stone Head, Ind., serving all intermediate points, but restricted against service at the termini, numerous alternate routes for operating convenience only; *general commodities*, except those of unusual value, Class A and B explosives, inflammables, livestock, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Chicago, Ill., and Evansville, Ind., serving all intermediate and certain off-route points, numerous alternate routes for operating convenience only; *general commodities*, including explosives, and other dangerous commodities, but not including those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Indianapolis, Ind., and Louisville, Ky., between Columbus, Ind., and Terre Haute, Ind., between Bloomington, Ind., and Terre Haute, Ind., serving all intermediate points, between junction Indiana Highway 46, and unnumbered highway and junction unnumbered highway and Indiana Highway 59, serving the intermediate point of Centerpoint, Ind., between junction Indiana Highways 45 and 54 and junction Indiana Highways 45 and 158, between Bedford,

Ind., and Burns City, Ind., serving all intermediate and certain off-route points, restricted against the transportation of livestock; *general commodities*, except malt beverages (beer, ale, and porter), and empty containers therefor, between Chicago, Ill., and Terre Haute, Ind., serving no intermediate points; *general commodities*, except Class A and B explosives, malt beverages (beer, ale, and porter), and empty containers therefor, between Hammond, Ind., and the junction of U.S. Highways 6 and 41 and Indiana Highway 152, serving no intermediate points; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between points in the Chicago, Ill., commercial zone, as defined by the Commission; and *general commodities*, between points in Illinois within the Chicago, Ill., commercial zone, as defined by the Commission. TRANSPORT MOTOR EXPRESS, INC., is authorized to operate as a *common carrier* in Pennsylvania, Illinois, Indiana, Ohio, Delaware, West Virginia, New York, New Jersey, Maryland, Virginia, Massachusetts, Connecticut, Rhode Island, Wisconsin, Missouri, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8782. Authority sought for purchase by LOMBARD BROS., INCORPORATED, 249 Mill Street, Waterbury, Conn., of the operating rights and certain property of JOHN J. MULLEN, doing business as SMITH & CO'S EXPRESS (INTERNAL REVENUE SERVICE, SUCCESSOR IN INTEREST), P.O. Box 323, Back Bay Annex, Boston 15, Mass., and for acquisition by GIOCONDA LOMBARD and CLOTILDA LOMBARD, both of Waterbury, Conn., of control of such rights and property through the purchase. Applicants' attorney and representative respectively: Thomas W. Murrett, 410 Asylum Street, Hartford, Conn., and Frank Galligan, Chief, Special Procedure Section, Internal Revenue Service, P.O. Box 323, Back Bay Annex, Boston, Mass. Operating rights sought to be transferred: Under the "grandfather" provisions of Section 206(a)(7) of the Act, pursuant to BOR-99, in No. MC-57856 (Sub-1), seeking a certificate of registration, covering the transportation of general commodities, within the State of Massachusetts. Vendee is authorized to operate as a *common carrier* in Connecticut, Massachusetts, Pennsylvania, New Jersey, Rhode Island, and New York. Application has been filed for temporary authority under Section 210a(b).

NOTE: No. MC-42289 Sub-7 is a matter directly related.

No. MC-F-8783. Authority sought for purchase by PIEDMONT MOTOR LINES, INC., Wellington Avenue, Greenville, S.C., of the operating rights of SPARTAN EXPRESS, INC., Camp Croft, Spartanburg, S.C. and for acquisition by MAGNOLIA INDUSTRIES, INC., P.O. Box 1926, Spartanburg, S.C., of control of such rights through the purchase. Applicants' attorneys: L. A. Odom and Robert R. Odom, 120 Walnut Street, sought to be transferred: Under a certifi-

cate of registration in No. MC-121492 Sub-1, covering the transportation of commodities in general (except commodities in bulk, explosives, and commodities requiring special equipment and except household goods, farm products and fertilizer), as a common carrier, in intrastate commerce, over irregular routes, between points in Spartanburg and Cherokee Counties, and between points in these counties and points in South Carolina. Vendee is authorized to operate as a common carrier, under a certificate of registration in No. MC-96955 Sub-1, in the State of South Carolina. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8784. Authority sought for purchase by P. WAJER & SONS EXPRESS CO., INC., P.O. Box 532, Webster, Mass., of the operating rights of FORREST ACKLEY, JR., doing business as ACKLEY'S EXPRESS, P.O. Box 463, Wilimantic, Conn., and for acquisition by ROBERT WAJER, ROMAN WAJER, and JOSEPH WAJER, all of Webster, Mass., of control of such rights through the purchase. Applicants' attorney: Martin Werner, 2 West 45th Street, New York 36, N.Y. Operating rights sought to be transferred: Under the "grandfather" provisions of section 206(a)(7) of the Act, pursuant to BOR-99, in No. MC-85741 (Sub-1), seeking a certificate of registration, covering the transportation of general commodities within the state of Connecticut. Vendee is authorized to operate as a *common carrier* in Massachusetts, Connecticut, and Rhode Island. Application has not been filed for temporary authority under section 210a(b).

NOTE: No. MC-58946 Sub-3 is a matter directly related.

No. MC-F-8785. Authority sought for purchase by O. K. HEILMAN, INC., Fourth Avenue, and 14th Street, Fort City, Armstrong County, Pa., of the operating rights and certain property of MERCEDES MARIE HUBERT, SYLVAN JOSEPH HUBERT, DOLORES MARGARET HUBERT and MARGARET MERCEDES WISE, doing business as A. J. HUBERT EXPRESS, 545 Third Avenue, New Kensington, Westmoreland County, Pa., and for acquisition by OTT K. HEILMAN and MARY LOUISE HEILMAN, both of R.D. No. 1, Kittanning, Pa., of control of such rights and property through the purchase. Applicants' attorney: Edward M. Larkin, 2509 Grant Building, Pittsburgh 19, Pa. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between Pittsburgh, Pa., and Natrona, Pa., serving all intermediate points and the off-route points of New Kensington and Arnold, Pa., and points in Harrison Township, Allegheny County, Pa. Vendee is authorized to operate as a *common carrier* in Pennsylvania and Ohio. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8786. Authority sought for control and merger by CEDAR RAPIDS STEEL TRANSPORTATION, INC., 3930 16th Avenue SW., P.O. Box

1904, Cedar Rapids, Iowa, of the operating rights and property of THREE "T" TRUCK LINE, INC., P.O. Box 426, Bettendorf, Iowa, and for acquisition by HERALD A. SMITH, JR., and MIRIAM G. SMITH, both of 1010 Prairie Drive NE., Cedar Rapids, Iowa, of control of such rights and property through the transaction. Applicants' attorneys and representative respectively: William P. Sullivan, 1825 Jefferson Place NW., Washington 36, D.C., William A. Bergman, 806 American Building, Cedar Rapids, Iowa, and Herald A. Smith, Jr., P.O. Box 1904, Cedar Rapids, Iowa. Operating rights sought to be controlled and merged: *General commodities*, excepting, among others, household goods, but not excepting, commodities in bulk, as a *common carrier*, over regular routes, between Rock Island, Ill., and Chicago, Ill., serving the intermediate points of Moline, East Moline, and Sandwich, Ill. CEDAR RAPIDS STEEL TRANSPORTATION, INC., is authorized to operate as a *common carrier* in Illinois, Iowa, Wisconsin, and Indiana. Application has been filed for temporary authority under section 210a(b).

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64-6258; Filed, June 23, 1964;
8:47 a.m.]

[Notice No. 652]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

JUNE 19, 1964.

The following applications are governed by Special Rule 1.247¹ 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 rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 966 (Sub-No. 18), filed June 8, 1964. Applicant: CAPITOL TRUCK LINES, INC., 200 West First Street, Topeka, Kans. 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, and commodities in bulk), serving the Perry Dam site, located northwest of Perry, Kans., as an off-route point in connection with applicant's authorized regular-route operations between Topeka, Kans. and Kansas City, Mo.

NOTE: If a hearing is deemed necessary, applicant does not specify particular location.

No. MC 2733 (Sub-No. 6), filed June 3, 1964. Applicant: SIDNEY TRUCK & STORAGE, INC., West Campbell Road, Sidney, Ohio. Applicant's attorneys: Herbert Baker and James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Classes A and B explosives, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment (other than those requiring special equipment and rigging because of weight or bulk), and those injurious or contaminating to other lading, (1) between Sidney, Ohio, and Celina, Ohio; between Sidney and Celina over Ohio Highway 29 serving all intermediate points; from Sidney over Ohio Highway 47 to junction Ohio Highway 66, thence over Ohio Highway 66 to St. Marys, thence over Ohio Highway 29 to Celina, and return over the same route, serving all intermediate points; (2) between junction Ohio Highway 219 and U.S. Highway 127 and Coldwater, over Ohio Highway 219, serving all intermediate points; (3) between junction Ohio Highway 29 and Ohio Highway 119 and Fort Recovery, over Ohio Highway 119, serving all intermediate points; (4) between Sidney and Wapakoneta, over U.S. Highway 25, serving all intermediate points; (5) between Sidney and Bellefontaine; between Sidney and Bellefontaine, over Ohio Highway 47, serving all intermediate points; from Sidney over Ohio Highway 706 to junction Ohio Highway 69, thence over Ohio Highway 69 to junction Ohio Highway 47, thence over Ohio Highway 47 to Bellefontaine, and return over the same route, serving all intermediate points; (6) between Sidney and Urbana, over Ohio Highway 29, serving all intermediate points; (7) between Urbana and St. Marys; from Urbana over U.S. Highway 68 to Bellefontaine, thence over U.S. Highway 33 to St. Marys, and return over the same route, serving all intermediate points; (8) between junction U.S. Highway 36 and U.S. Highway 25 and Urbana, over U.S. Highway 36, serving all intermediate points; (9) between Huntsville and junction Ohio Highway 274 and Ohio Highway 29, over Ohio Highway 274 serving all intermediate points.

NOTE: If a hearing is deemed necessary applicant requests that it be held at Columbus, Ohio.

No. MC 5623 (Sub-No. 11), filed June 2, 1964. Applicant: ARROW TRUCKING CO., a corporation, 3131 North Lewis Street, Post Office Box 8627, Tulsa, Okla. Applicant's attorney: Austin L. Hatchell, Perry Brooks Building, Austin, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Machinery, equipment, materials, supplies and pipe*, incidental to, used in, or in connection with the construction, operations, repair, servicing, maintenance and dismantling of pipelines other than pipelines used for the transmission of natural gas and petroleum, including the stringing and picking up thereof, between points in Arizona, New Mexico, Texas, Oklahoma, Arkansas, Kansas, Colorado, Utah, Wyoming, Louisiana, Nebraska, Nevada, Montana, and Missouri.

NOTE: Applicant states no duplicating authority is requested. If a hearing is deemed necessary applicant states it be held either at Dallas, Amarillo or Lubbock, Tex.

No. MC 6461 (Sub-No. 7), filed June 8, 1964. Applicant: B-LINE TRANSPORT CO., INC., 7100 East Broadway, Spokane, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Restaurant equipment*, including furnishings such as booths, tables and chairs, china, glassware, table flatware, and pots and pans, and *empty containers or other such incidental facilities*, (not specified) used in transporting the above named commodities, between points in Washington, that part of Oregon on and north of the 44th parallel, that part of Montana on and west of a direct north and south line extending from the northwest corner of Wyoming to the boundary of the United States and Canada, and those in Boundary, Bonner, Kootenai, Benewah, Shoshone, Latah, Nez Perce, Clearwater, Lewis, Idaho, Adams, Washington, Valley, Payette, Gem, Boise, Custer, Ada, Canyon, and Elmore Counties, Idaho.

NOTE: If a hearing is deemed necessary applicant requests that it be held at Portland, Oreg.

No. MC 18099 (Sub-No. 4), filed June 2, 1964. Applicant: ROLAND HELDT, AGNES MARIE HELDT, HERTHA L. HELDT AND ROLAND HELDT, AGNES MARIE HELDT, HERTHA L. HELDT AND W. L. POWELL, TRUSTEES FOR GRACE ELAINE POGUE, MARY ANN DAVIS, DIANA RUTH HELDT AND DAVID MICHAEL HELDT, doing business as HELDT BROTHERS, Post Office Drawer 1130, Alice, Tex. Applicant's attorney: Jerry Prestridge, Post Office

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

Box 1148, Austin, Tex., 78763. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Drilling machinery and equipment*; (2) *machinery, equipment, materials, supplies and pipe incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance and dismantling of drilling machinery and equipment, and (b) digging of slush pits, and clearing, preparing, constructing or maintaining drilling sites; and (3) machinery, equipment, materials, supplies and pipe incidental to, used in, or in connection with (a) the completion of holes or wells drilled, (b) the production, storage, transmission and distribution of commodities resulting from drilling operations, and (c) injection or removal of commodities into or from holes or wells, between points in that part of Texas east of U.S. Highway 81, extending from Laredo to San Antonio, south of U.S. Highway 90, extending from San Antonio to Houston, and west of Texas Highways 35 and 288, extending from Houston to Freeport, including points on the indicated portions of the highways specified.*

NOTE: Applicant states no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 20110 (Sub-No. 6), filed May 22, 1964. Applicant: MESSINGER TRUCKING & WAREHOUSE CORP., 610 West 37th Street, New York, N.Y. Applicant's attorney: Arthur J. Piken, 160-16 Jamaica Avenue, Jamaica 32, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Laundry equipment, dishwashers and dryers, between New York, N.Y., on the one hand, and, on the other, points in New Jersey, on and north of a line beginning at Phillipsburg, N.J., and extending along U.S. Highway 22, to junction Interstate Highway 287, thence over Interstate Highway 287, to junction New Jersey Highway 18, thence over New Jersey Highway 18, to New Brunswick, N.J., thence east of a line beginning at New Brunswick, N.J., and extending south along U.S. Highway 130 to Hightstown, N.J., thence north of a line beginning at Hightstown, N.J., and extending along New Jersey Highway 33, to Ocean Grove, N.J., including points and places on the indicated portions of the Highways specified, (2) *radios, radio receiving sets, players, tape recorders, radio-television-record player combinations, between New York, N.Y., on the one hand, and, on the other, points in New Jersey, and Connecticut, and (3) empty containers, returned, refused and rejected shipments, or other such incidental facilities (not specified), used in transporting the commodities specified in (1) and (2) above, between points shown above.**

NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 20783 (Sub-No. 72), filed June 8, 1964. Applicant: TOMPKINS

MOTOR LINES, INC., 638 Langley Place, Decatur, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food, food preparations, and food-stuffs, from Cincinnati, Ohio, Indianapolis, Ind., and Louisville, Ky., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia.*

NOTE: If a hearing is deemed necessary applicant requests it be held at Indianapolis, Ind., or Louisville, Ky.

No. MC 22195 (Sub-No. 100), filed June 11, 1964. Applicant: DAN DUGAN TRANSPORT COMPANY, a corporation, Post Office Box 946, 41st and Grange Avenue, Sioux Falls, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement in packages and in bulk from Sioux Falls, S. Dak., and points within 15 miles thereof to points in Iowa, Minnesota, Nebraska, North Dakota, and South Dakota and empty containers or other such incidental facilities used in transporting the above commodities on return.*

NOTE: If a hearing is deemed necessary applicant requests it be held at Sioux Falls, S. Dak.

No. MC 30837 (Sub-No. 299), filed June 5, 1964. Applicant: KENOSHA AUTO TRANSPORT CORPORATION, 4519 76th Street, Kenosha, Wis. Applicant's attorney: Paul F. Sullivan, 910 17th Street NW., Washington, D.C., 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acoustic musical concert shells, from Seymour, Conn., to points in the United States (except Hawaii).*

NOTE: If a hearing is deemed necessary applicant requests that it be held at Washington, D.C.

No. MC 35628 (Sub-No. 259) filed May 28, 1964. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville Sw., Grand Rapids, Mich. Applicant's attorney: Leonard D. Verdier, Jr., 300 Michigan Trust Building, Grand Rapids 2, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities (except Classes A and B explosives, household goods as defined by the Commission, and commodities in bulk), serving the plant site of Chase Brass & Copper Corporation, located near junction Ohio Highway 15 and Alaternate U.S. Highway 20 (Jefferson Township, Williams County, Ohio), as an off-route point, in connection with applicant's authorized regular-route operations between Cincinnati, Ohio, and the Ohio-Michigan State line, and between the Indiana-Ohio State line and the Pennsylvania-Ohio State line.*

NOTE: If a hearing is deemed necessary applicant requests that it be held at Washington, D.C.

No. MC 52657 (Sub-No. 633), filed June 9, 1964. Applicant: ARCO AUTO CARRIERS, INC., 2140 West 79th Street, Chicago, Ill., 60620. Applicant's attorney: G. W. Stephens, 121 West Doty

Street, Madison, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicles, in initial movements in driveaway and truckaway service, from Lansdale, Pa., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.*

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 52709 (Sub-No. 244), filed June 4, 1964. Applicant: RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver, Colo. Applicant's representative: Eugene Hamilton (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, packinghouse products and commodities used by packinghouses, dairy products and articles distributed by meat packinghouses, as described in sections A, B, and C, Appendix 1 in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, 272, and 273, from Omaha, Nebr., to points in Utah, and to points in Wyoming on and south of U.S. Highways 30 and 30N.*

NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 57899 (Sub-No. 5), filed June 8, 1964. Applicant: W. O. HUGHEY, doing business as HUGHEY TRANSPORTATION COMPANY, P.O. Box 907, McComb, Miss. Applicant's attorney: Harold D. Miller, Jr., Suite 700 Petroleum Building, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities (except commodities in bulk, household goods as defined by the Commission, commodities of unusual value, and those injurious or contaminating to other lading), between McComb, Miss., and Ponchatoula, La., over U.S. Highway 51, serving all intermediate points.*

NOTE: Applicant states that the proposed service is to be performed in conjunction with its authorized regular-route operations. If a hearing is deemed necessary applicant requests that it be held at McComb, Miss., Baton Rouge, La., or Jackson, Miss.

No. MC 58573 (Sub-No. 3), filed June 5, 1964. Applicant: C & B TRUCKING, INC., 301 Baymiller Street, Cincinnati, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities (except articles of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Cincinnati, Ohio, and Mt. Orab, Ohio, over Ohio Highway 32, serving all intermediate points; (2) between Cin-*

cinnati, Ohio, and Georgetown, Ohio, over Ohio Highway 125, serving all intermediate points; (3) between Cincinnati, Ohio, and Ripley, Ohio, over U.S. Highway 52, serving all intermediate points; (4) between Batavia, Ohio, and New Richmond, Ohio, over Ohio Highway 132, serving all intermediate points; (5) between Williamsburg, Ohio, and Chilo, Ohio, over Ohio Highway 133, serving all intermediate points; and (6) between Mt. Orab, Ohio, and Ripley, Ohio, over U.S. Highway 68, serving all intermediate points.

NOTE: If a hearing is deemed necessary applicant requests it be held at Columbus, Ohio.

No. MC 58828 (Sub-No. 4), filed June 4, 1964. Applicant: ASWELL PITRE AND RONALD F. STORY, a partnership, doing business as SOUTHEASTERN MOTOR FREIGHT, 4320 Hessmer Avenue, P.O. Box 786, Metairie, La. Applicant's attorney: Harold R. Ainsworth, 2307 American Bank Building, New Orleans 12, La. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between Kentwood, La., and Fluker, La., from Kentwood over Louisiana Highway 38 to junction Louisiana Highway 43, thence over Louisiana Highway 43, to Greensburg, La., thence over Louisiana Highway 10 to Fluker, and return over the same route, serving the intermediate point of Greensburg, La.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 58828 (Sub-No. 5), filed June 4, 1964. Applicant: ASWELL PITRE AND RONALD F. STORY, a partnership, doing business as SOUTHEASTERN MOTOR FREIGHT, 4320 Hessmer Avenue, P.O. Box 786, Metairie, La. Applicant's attorney, Harold R. Ainsworth, 2307 American Bank Building, New Orleans 12, La. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, between New Orleans, La., and the Louisiana-Mississippi State Line near Kentwood, La.; from New Orleans over U.S. Highway 61 to Laplace, La., thence over U.S. Highway 51 to the Louisiana-Mississippi State Line near Kentwood, and return over the same route, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 59150 (Sub-No. 15), filed June 5, 1964. Applicant: PLOOF TRANSFER COMPANY, INC., 1901 Hill Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, 710 Atlantic Bank Building, Jacksonville, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Conduit or pipe, cement containing asbestos fibre, couplings, rings and accessories for installation, plastic conduit or pipe, and couplings and accessories for installation*, from Green Cove Springs, Fla., to points in Georgia, South

Carolina, North Carolina, Tennessee, and Alabama.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 62538 (Sub-No. 11), filed June 8, 1964. Applicant: JAMES E. ASHTON, doing business as ASHTON TRUCKING COMPANY, 1201 North Broadway, Monte Vista, Colo. Applicant's attorney: Alvin J. Meiklejohn, Jr., Suite 526 Denham Building, Denver, Colo., 80202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are manufactured, processed or sold by persons who are engaged primarily in the milling of flour, and incidentally the sale and distribution of feed and grains from Fort Collins, Colo., to points in New Mexico, and points in Apache, Navajo, Coconino, and Maricopa Counties, Ariz., and empty containers or other such incidental facilities used in transporting the above commodities on return.*

NOTE: Applicant states the proposed operations will be under a continuing contract with The Colorado Milling & Elevator Company (and that Company's branches and divisions). Applicant is also authorized to operate as a *common carrier* under MC 57880, therefore dual operations may be involved. If a hearing is deemed necessary applicant requests it be held at Denver, Colo.

No. MC 70470 (Sub-No. 7), filed June 4, 1964. Applicant: FILM TRANSPORT COMPANY, a corporation, 215 North 10th Street, Omaha, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), to and from the junction of U.S. Highway 73W (U.S. Highway 77) and Nebraska Highway 51, thence over Nebraska Highway 51, to the Nebraska and Iowa State line, thence over Iowa Highway 175, to Mapleton, Iowa, and return over the same route, serving no intermediate or off-route points, for operating convenience only, in connection with applicant's authorized regular route operations.

NOTE: If a hearing is deemed necessary applicant requests it be held at Omaha, Nebr.

No. MC 72444 (Sub-No. 16), filed June 8, 1964. Applicant: THE AKRON-CHICAGO TRANSPORTATION COMPANY, INC., 1016 Triplett Boulevard, Akron, Ohio. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit, Mich., 48226. 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 in *Practice of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and commodities requiring special equipment), serving Akron, N.Y., as an off-route point in connection with applicant's regular route operations.

NOTE: Applicant is presently authorized to serve a portion of Akron, N.Y., under its existing authority to serve points located on New York Highway 5 and points within one (1) mile of New York Highway 5. The purpose of this application is to obtain authority to serve points in Akron, N.Y., and its commercial zone. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 73390 (Sub-No. 4), filed June 8, 1964. Applicant: H. A. HARTMAN & SON, INC., 537 North Front Street, Steelton, Pa. Applicant's attorney: John M. Musselman, 400 North Third Street, Harrisburg, Pa., 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, between points in Pennsylvania.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 85469 (Sub-No. 5), filed June 2, 1964. Applicant: LEWIE MONTGOMERY TRUCKING COMPANY, a corporation, Post Office Box 432, Odessa, Tex. Applicant's attorney: Austin L. Hatchell, Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Machinery, equipment, materials, supplies, and pipe*, incidental to, used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of pipelines other than pipelines used for the transmission of natural gas and petroleum, including the stringing and picking up thereof, between points in Arizona, New Mexico, Texas, Oklahoma, Arkansas, Kansas, Colorado, Utah, Wyoming, Louisiana, Nebraska, Nevada, Montana, and Missouri.

NOTE: Applicant states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Dallas, Lubbock, or Amarillo, Tex.

No. MC 92983 (Sub-No. 437), filed June 4, 1964. Applicant: ELDON MILLER, INC., Post Office Drawer 617, 531 Walnut Street, Kansas City, Mo., 64141. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed and feed ingredients*, in bulk, in tank vehicles, from points in Alabama, Florida, Georgia, and Mississippi to points in Iowa, Kansas, Missouri, and Nebraska.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 98952 (Sub-No. 14), filed June 2, 1964. Applicant: GENERAL TRANSFER COMPANY, a corporation, 2800 North Main Street, Decatur, Ill. Applicant's attorney: Gus T. Greanias, Suite 602 Millikin Building, Decatur, Ill., 62523. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, and meat byproducts, dairy products, articles distributed by meat packinghouses and such commodi-*

ties as are used by meatpackers in the conduct of their business when destined to and for use by meatpackers, from Decatur, Ill., to St. Louis, Mo., and points in St. Louis, St. Charles, Lincoln, Warren, Franklin, Jefferson, Crawford, Washington, St. Francois, Ste. Genevieve, Perry, Dent, Reynolds, Iron, Madison, Bollinger, Cape Girardeau, Wayne, Butler, Pemiscot, Stoddard, Scott, Dunklin, New Madrid, and Mississippi Counties, Mo.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Springfield, Ill.

No. MC 103880 (Sub-No. 309), filed June 5, 1964. Applicant: PRODUCERS TRANSPORT, INC., 225 Buffalo Street, New Buffalo, Mich. Applicant's attorney: Robert H. Levy, 105 West Adams Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Acids, chemicals, and synthetic resins, in bulk, in tank or hopper type vehicles, from Sheboygan, Wis., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, and Ohio.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 105457 (Sub-No. 53), filed June 3, 1964. Applicant: THURSTON MOTOR LINES, INC., 601 Johnson Road, Charlotte, N.C. Applicant's attorney: John C. Bradley, Perpetual Building, 1111 E. Street NW., Washington, D.C., 20004. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between junction Alabama Highways 69 and 67 at or near Baileyton, Ala., and junction Alabama Highway 67 and U.S. Highway 31 at or near Decatur, Ala., over Alabama Highway 67, serving no intermediate points, and serving the two termini for purposes of joinder only, as an alternate route for operating convenience only, in connection with applicant's authorized regular-route operations between Memphis, Tenn., and Charlotte, N.C.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 106497 (Sub-No. 31), filed June 4, 1964. Applicant: PARKHILL TRUCK COMPANY, a corporation, 4219 South Memorial Drive, Tulsa, Okla. Applicant's attorney: Tom B. Kretsinger, Suite 510 Professional Building, Kansas City 6, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Earth drilling machinery and equipment, (2) machinery, equipment, materials, supplies and pipe incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance and dismantling of drilling machinery and equipment, and (b) digging of slush pits and clearing, preparing, constructing, and maintaining drilling sites, and

(3) machinery, equipment, materials, supplies and pipe, incidental to, used in, or in connection with (a) the completion of holes and wells drilled, (b) the production, storage, transmission, and distribution of commodities resulting from drilling operations, or (c) injection or removal of commodities into or from holes or wells, (1) between points in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Missouri, Nebraska, New Mexico, Oklahoma, Texas, and Wyoming, (2) between points in Oklahoma, on the one hand, and, on the other, points in Montana, North Dakota, and South Dakota, and (3) between points in Nevada, on the one hand, and, on the other, points in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Missouri, Nebraska, New Mexico, Oklahoma, Texas, Wyoming, Montana, North Dakota, and South Dakota.

NOTE: If a hearing is deemed necessary applicant requests it be held at Dallas, Tex.

No. MC 106941 (Sub-No. 3), filed June 2, 1964. Applicant: WILLIAM H. OTT, doing business as TEXAS HOT SHOT COMPANY, Post Office Box 8587, Houston, Tex. Applicant's attorney: Benton Coopwood, 904 Lavaca Street, Austin, Tex., 78701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Earth drilling machinery and equipment; (2) machinery, equipment, materials, supplies and pipe incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance and dismantling of drilling machinery and equipment, and (b) digging of slush pits and clearing, preparing, constructing or maintaining of drilling sites; and (3) machinery, equipment, materials, supplies and pipe incidental to, used in, or in connection with (a) the completion of holes or wells drilled, (b) the production, storage, transmission and distribution of commodities resulting from drilling operations, and (c) injection or removal of commodities into or from holes or wells, (A) between Houston, Tex., on the one hand, and, on the other, points in Louisiana; (B) from Houston, Tex., to points in Texas; (C) between Houston, Tex., on the one hand, and, on the other, points in Oklahoma; and (D) between Houston, Tex., on the one hand, and, on the other, points in Louisiana and Oklahoma.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Austin, Tex.

No. MC 107515 (Sub-No. 485), filed June 10, 1964. Applicant: REFRIGERATED TRANSPORT CO. INC., 290 University Avenue SW., Atlanta, Ga., 30310. Applicant's attorney: Paul M. Daniell, Suite 214, Standard Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, from Little Rock, Ark., to points in Alabama, Georgia, Michigan, Florida, Tennessee, South Carolina, North Carolina, and Ohio.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark.

No. MC 107993 (Sub-No. 12), filed June 2, 1964. Applicant: J. J. WILLIS TRUCKING COMPANY, a corporation, 200 North Jackson Street, Odessa, Tex. Applicant's attorney: Austin L. Hatchell, Suite 1102, Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Machinery, equipment, materials, supplies and pipe, incidental to, used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of pipelines other than pipelines used for the transmission of natural gas and petroleum, including the stringing and picking up thereof, between points in Arizona, New Mexico, Texas, Oklahoma, Arkansas, Kansas, Colorado, Utah, Wyoming, Louisiana, Nebraska, Nevada, Montana, and Missouri.

NOTE: Applicant states no duplicating authority is requested. If a hearing is deemed necessary, applicant requests it be held at Dallas, Amarillo, or Lubbock, Tex.

No. MC 109064 (Sub-No. 10), filed June 8, 1964. Applicant: TEX-O-KA-N TRANSPORTATION COMPANY, INC., 221 Northeast 28th Street, Post Office Box 4278, Fort Worth, Tex. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth, Tex., 76102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Earth drilling machinery and equipment, (2) machinery, equipment, materials, supplies, and pipe incidental to, or used in, or in connection with (a) the transportation, installation, removal, operations, repair, servicing, maintenance and dismantling of drilling machinery and equipment, or (b) digging of slush pits and clearing, preparing, constructing or maintaining drilling sites, (3) machinery, equipment, materials, supplies, and pipe incidental to, used in, or in connection with (a) the completion of holes or wells drilled, (b) the production, storage, transmission and distribution of commodities resulting from drilling operations or (c) injection or removal of commodities into or from holes or wells, as follows: (1) between points in Oklahoma and Kansas, those in Lea and Eddy Counties, N. Mex., and those in Texas north of a line beginning at El Paso, Tex., and extending along U.S. Highway 80 to Dallas, Tex., thence along U.S. Highway 175 to Jacksonville, Tex., and thence along U.S. Highway 79 to the Texas-Louisiana State line, including points on the indicated portions of the highway specified, (2) between points in that part of Texas on and north of a line beginning at El Paso, Tex., and extending along U.S. Highway 80 to Dallas, Tex., thence along U.S. Highway 175 to Jacksonville, Tex., and thence along U.S. Highway 79 to the Texas-Louisiana State line, on the one hand, and, on the other, points in Colorado, Wyoming, Utah and Montana, (3) between points in Arkansas and Louisiana, and (4) between points in Arkansas and Louisiana, on the one hand, and, on the other, points in Texas and New Mexico.

NOTE: If a hearing is deemed necessary applicant requests it be held at Dallas, Tex.

No. MC 110098 (Sub-No. 42), filed June 8, 1964. Applicant: ZERO REFRIG-

ERATED LINES, 815 Merida Street, Station "A", Box 7249, San Antonio 7, Tex. 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: *Meat, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in the Appendix 1 to the report in *Descriptions of Motor Carrier Certificates-Packinghouse Products*, 61 M.C.C. 209 and 766, from Columbus Junction, Iowa, to points in Texas, Arkansas, Louisiana, New Mexico, and Omaha. **RESTRICTION:** Against tacking or interlining at point of origin.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110817 (Sub-No. 11), filed June 2, 1964. Applicant: E. L. FARMER AND COMPANY, a corporation, 300 South Grant Street (Post Office Box 3512), Odessa, Tex. Applicant's attorney: Austin L. Hatchell, Perry Brooks Building, Austin 1, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Machinery, equipment, materials, supplies, and pipe*, incidental to, used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines other than pipelines used for the transmission of natural gas and petroleum, including stringing and picking up thereof, between points in Arizona, New Mexico, Texas, Oklahoma, Arkansas, Kansas, Colorado, Utah, Wyoming, Louisiana, Nebraska, Nevada, Montana, and Missouri.

NOTE: Applicant states "no duplicating authority is requested." If a hearing is deemed necessary, applicant requests it be held at Dallas, Lubbock, or Amarillo, Tex.

No. MC 110841 (Sub-No. 9), filed June 3, 1964. Applicant: PORT NORRIS EXPRESS CO., INC., Port Norris, N.J. Applicant's attorney: Isadore H. Schwartz, 200 Penn Square Building, Juniper and Filbert Streets, Philadelphia, Pa., 19107. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sand, gravel, and clay*, in bulk and in bags, from points in Cumberland, Salem, Gloucester, Atlantic, Camden, Burlington and Cape May Counties, N.J., to points in Rhode Island, Massachusetts, New Hampshire, Ohio, Virginia, West Virginia, and North Carolina; (2) *sand, gravel, and clay*, in bags, from points in Cumberland, Gloucester, Atlantic, Camden, Burlington, and Cape May Counties, N.J., to Philadelphia, Pa.; (3) *fertilizer and fertilizer ingredients* from Wilmington, Del., to Bridgeton, N.J.; and (4) *empty containers or other incidental facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 110988 (Sub-No. 86), filed June 11, 1964. Applicant: KAMPO TRANSIT, INC., 200 W. Cecil Street, Neenah, Wis.

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: (1) *Chemicals and plastics*, in bulk, in tank or hopper-type vehicles (except liquid fertilizer solutions) from Peru, Ill., to points in Indiana, Ohio, Michigan, Wisconsin, Minnesota, Iowa, and Missouri, and (2) *dry plastics* in bulk, in tank or hopper-type vehicles, from Peru, Ill., to points in Kansas, Arkansas, Tennessee, Kentucky, Pennsylvania, and Nebraska.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 110988 (Sub-No. 87), filed June 11, 1964. Applicant: KAMPO TRANSIT, INC., 200 West Cecil Street, Neenah, Wis. 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: *Acids, chemicals, and synthetic resins*, in bulk, in tank or hopper-type vehicles, from Sheboygan, Wis., to points in Illinois, Iowa, Indiana, Kentucky, Michigan, Minnesota, and Ohio.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 111545 (Sub-No. 64), filed June 8, 1964. Applicant: HOME TRANSPORTATION COMPANY, INC., 334 South Four Lane Highway, Marietta, Ga. Applicant's attorney: Paul M. Daniell, 214 Standard Federal Building, Atlanta, Ga., 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Tractors*, regardless of how they are equipped, except tractors used in pulling commercial highway trailers, and those which because of size or weight require the use of special equipment, and (2) *parts, implements, attachments, accessories, and supplies*, moving in connection with commodities described above in (1), between points in Virginia, North Carolina, South Carolina, Florida, Georgia, Tennessee, Alabama, Mississippi, Louisiana, Arkansas, and Kentucky (except Louisville, Ky.)

NOTE: If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 111812 (Sub-No. 249) (AMENDMENT), filed April 30, 1964, published FEDERAL REGISTER issue May 13, 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 foods*, from La Porte, Ind., to points in North Dakota, South Dakota, Minnesota, Wisconsin, Iowa, Nebraska, Kansas, and Missouri.

NOTE: The purpose of this republication is to add the entire State of Wisconsin and the States of Iowa, Nebraska, Kansas, and Missouri as a destination area. Common control may be involved. Applicant does not request a specific place of hearing, if a hearing is deemed necessary.

No. MC 111997 (Sub-No. 6), filed May 15, 1964. Applicant: M. E. SMITH,

doing business as SOUTHERN-IOWA TRANSPORTATION COMPANY, 428 East Main Street, Ottumwa, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flavored and phosphated beverages*, in containers, from Ottumwa, Iowa, to points in Arkansas, Illinois, Kansas, Missouri, Nebraska, South Dakota, and Oklahoma, 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 as a contract carrier in Permit MC 105559 and subs thereunder; therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa.

No. MC 114045 (Sub-No. 148), filed June 4, 1964. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen fruits, frozen berries, frozen vegetables, frozen fruit juice concentrates, frozen pies, and frozen potato products*, from points in California, Oregon, and Washington, to American Falls, Boise, Nampa, Pocatello, Caldwell, Heyburn, and Burley, Idaho, and Ontario, Oreg., for storage-in-transit and subsequent outbound movement to points in Arkansas, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Nebraska, Oklahoma, Tennessee, and Texas.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 114045 (Sub-No. 150), filed June 9, 1964. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cotton, textile and textile products*, made of natural and synthetic fibres and metallic yarn of mixtures thereof, *metallic yarn, dry goods, rugs, carpets, carpeting, carpeting products, and manufactured textile products*, and (2) *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 commodities described in (1) above, between points in Alabama, Georgia, and Tennessee, on the one hand, and, on the other, points in Idaho, Nevada, Utah, and Washington.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chattanooga, Tenn.

No. MC 114045 (Sub-No. 151), filed June 12, 1964. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned animal food and canned goods*, from points in Massachusetts to points in Alabama, Florida, Georgia, Kentucky, Louisiana, Michigan, Minne-

sota, Ohio, Pennsylvania, Tennessee, and Wisconsin.

NOTE: If a hearing is deemed necessary applicant requests that it be held at Washington, D.C.

No. MC 114091 (Sub-No. 62), filed June 8, 1964. Applicant: FLEET TRANSPORT CO. OF KY., INC., Fern Valley Road, Post Office Box 13116, Louisville, Ky., 40213. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vegetable oil, minerals, petroleum oils, and blends thereof* used in the processing and manufacture of aluminum, between Cleveland, Ohio, and Louisville, Ky.

NOTE: If a hearing is deemed necessary applicant requests that it be held at Louisville, Ky.

No. MC 114211 (Sub-No. 56), filed June 5, 1964. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Black Hawk County, 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: *Sewage lift stations, and parts and accessories thereof*, when moving incidental to and in the same vehicle with said commodity, from Leavenworth, Kans., to points in the United States (except Alaska and Hawaii).

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 114301 (Sub-No. 25), filed June 4, 1964. Applicant: DELAWARE EXPRESS CO., a corporation, Post Office Box 141, Elkton, Md. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum sulphate*, dry in bulk, from Claymont, Del., to points in Pennsylvania.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 114457 (Sub-No. 16) (CORRECTION), filed May 25, 1964, published FEDERAL REGISTER issue June 16, 1964, corrected and republished this issue. Applicant: DART TRANSIT COMPANY, a corporation, 780 North Prior Avenue, St. Paul, Minn. Applicant's attorneys: Charles W. Singer, and James C. Hardman, 33 North LaSalle Street, Chicago, Ill.

NOTE: The purpose of this republication is to correctly show the name of the plant site to be "Agar Packing Co." in lieu of that shown in origin point in previous publication. If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 114533 (Sub-No. 92), filed June 8, 1964. Applicant: B. D. C. CORPORATION, 4970 South Archer Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Data processing papers, accounting media, business reports, and records*, between South Bend, Ind., on the one hand, and, on the other, points in Ber-

rien, Cass, St. Joseph, Van Buren, and Kalamazoo Counties, Mich.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 114533 (Sub-No. 93), filed June 9, 1964. Applicant: B.D.C. CORPORATION, 4970 South Archer Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commercial papers, documents, and written instruments (except coins, currency and negotiable securities)* as are used in the conduct and operation of Banks and banking institutions, and (2) *data processing papers, accounting media, business reports and records*, between Indianapolis, Ind., and Danville, Ill.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 114604 (Sub-No. 6) (CORRECTION), filed May 15, 1964, published FEDERAL REGISTER issue of June 3, 1964, corrected and republished, this issue. Applicant: CAUDELL TRANSFER COMPANY, a corporation, 1230 Murphy Avenue SW, Atlanta 10, Ga. Applicant's attorney: Jacob P. Billig, 743 Investment Building, Washington, D.C., 20005. By application filed May 15, 1964, a specific point sought to be served by applicant in the above application, published in the FEDERAL REGISTER issue of June 3, 1964, was shown as "Sail Creek, Tenn." The purpose of this republication is to correctly show the spelling of this point "Sale Creek, Tenn."

No. MC 115212 (Sub-No. 10), filed June 10, 1964. Applicant: H.M.H. MOTOR SERVICE, a corporation, Post Office Box 472, Jamesburg, N.J. Applicant's attorney: Morton E. Kiel, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in by retail women's and children's ready-to-wear apparel stores, and in connection therewith supplies and equipment used in the conduct of such business*, between North Bergen, N.J., on the one hand, and, on the other, points in Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Kentucky, Tennessee, West Virginia, Indiana, Ohio, Michigan, Wisconsin, and Illinois.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at New York, N.Y.

No. MC 115840 (Sub-No. 12), filed June 8, 1964. Applicant: COLONIAL FAST FREIGHT LINES, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: *Salt and salt mixtures*, in straight or mixed truckload shipments, and *pepper and mineral mixtures* in mixed truckloads with *salt and salt mixtures*, from Weeks Island, La., to points in Alabama, Tennessee, Georgia, Florida, North Carolina, and South Carolina.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 115840 (Sub-No. 13), filed June 8, 1964. Applicant: COLONIAL FAST FREIGHT LINES, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron pipe, fittings, valves, and fire hydrants*, from Coshocton, Ohio, to points in Kentucky, Tennessee, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, North Carolina, and South Carolina.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Chicago, Ill.

No. MC 115841 (Sub-No. 180), filed June 8, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and packinghouse products*, fresh and frozen, in vehicles equipped with mechanical refrigeration, from Bristol, Va., to points in California, Oregon, and Washington.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Bristol, Va., or Tampa, Fla.

No. MC 115841 (Sub-No. 181), filed June 8, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectionery products*, from Hackensack, N.J., to points in Arizona, New Mexico, Idaho, Nevada, California, Oregon, and Washington.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 115841 (Sub-No. 182), filed June 8, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs*, from points in Anderson, Cocke, Knox, and Sevier Counties, Tenn., to points in Alabama (except Birmingham and points within 65 miles thereof), Arkansas, Illinois, Indiana, Kentucky, Louisiana, Missouri, Mississippi, Ohio, Virginia, and West Virginia.

NOTE: If a hearing is deemed necessary, applicant requests that it be held at Washington, D.C.

No. MC 115841 (Sub-No. 183), filed June 8, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts* (except in bulk, in tank vehicles, as de-

fined by the Commission), from Montgomery, Ala., to points in Arkansas, Missouri, Nebraska, Kansas, Oklahoma, and Texas.

NOTE: Applicant states the proposed service to be restricted against traffic originating in Florida, and against transportation of commodities in bulk in tank vehicles. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 115841 (Sub-No. 184), filed June 8, 1964. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, Post Office Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen meats, and cooked and cured meats*, in vehicles equipped with mechanical refrigeration, from Jackson, Miss., to Chicago, Ill., including points in the commercial zone thereof.

NOTE: If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 115924 (Sub-No. 12), filed June 3, 1964. Applicant: SUGAR TRANSPORT, INC., Post Office Box 4063, Port Wentworth, Ga. Applicant's attorneys: Ewald E. Kundtz and John Andrew Kundtz, 1050 Union Commerce Building, Cleveland, Ohio, 44114. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Blackstrap molasses*, in bulk, in tank vehicles, from Port Wentworth, Ga., to points in South Carolina, and *refused and rejected shipments*, on return.

NOTE: Common control may be involved. Applicant states that the proposed operations will be performed under a continuing contract or contracts with Savannah Sugar Refining Corp., Savannah, Ga. If a hearing is deemed necessary, applicant requests it be held at Savannah, Ga.

No. MC 115944 (Sub-No. 5), filed June 10, 1964. Applicant: WALTER B. COSPER, CENTRAL BANK AND TRUST COMPANY, GLADYS M. COSPER AND JACKIE LEE COSPER, CO-EXECUTORS, 4415 McIntyre Street, Golden, Colo. Applicant's attorney: Harold D. Torgan, 810 American National Bank Building, Denver, Colo., 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages* from Golden, Colo., to points in Arizona and *empty containers and pallets or other such incidental facilities* used in transporting the above commodities on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz.

No. MC 116063 (Sub-No. 44) (AMENDMENT), filed April 20, 1964, published FEDERAL REGISTER issue of May 6, 1964, amended June 10, 1964, and republished, this issue. Applicant: WESTERN TRANSPORT CO., INC., 2400 Cold Springs Road, Box 270, Fort Worth, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Acids, chemicals, petroleum and petroleum products, latex, resins, minerals, and coal tar products*

(namely *creosote oil, coal tar pitches, and coal tar chemical*), in bulk, (1) from points in Louisiana and Texas to points in the United States (except Alaska and Hawaii) and (2) from points in the United States (except Alaska and Hawaii) to points in Louisiana and Texas.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Houston, Tex. The purpose of this republication is to modify the commodity description.

No. MC 116300 (Sub-No. 6), filed June 11, 1964. Applicant: NANCE & COLLUMS, INC., Post Office Drawer J, Fernwood, Miss. Applicant's attorney: Harold D. Miller, Jr., Suite 700 Petroleum Building, Jackson, Miss., 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, in packages and bags, from New Orleans, La., to points in Mississippi.

NOTE: If a hearing is deemed necessary applicant requests that it be held at Jackson, Miss.

No. MC 116325 (Sub-No. 19), filed June 10, 1964. Applicant: JENNINGS BOND, doing business as BOND ENTERPRISES, Post Office Box 185, Lutesville, Mo. Applicant's attorney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. 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 of Motor Carrier Certificates, and related steel products* not specified therein, from points in Whiteside County, Ill., to points in Missouri south of U.S. Highway 40 (except points in the St. Louis and Kansas City Commercial Zones), and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 117119 (Sub-No. 157), filed June 8, 1964. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food products, and food products* in mixed shipments with commodities exempt from economic regulation pursuant to the provisions of section 203(b) (6) of the Interstate Commerce Act, from California, Mo., to points in Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, New Jersey, Maryland, Delaware, District of Columbia, West Virginia, Virginia, Ohio, Indiana, Wisconsin, Minnesota, Nebraska, Kansas, Washington, Oregon, Utah, Idaho, Montana, and Wyoming.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 117119 (Sub-No. 158), filed June 8, 1964. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elm Springs, Ark. Applicant's attorney:

John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Belvidere, Ill., to points in North Carolina, South Carolina, Georgia, and Florida.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 117344 (Sub-No. 125), filed June 4, 1964. Applicant: THE MAXWELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Latex*, in bulk, in tank vehicles, from points in Jefferson County, Ky., to points in Delaware County, Ohio.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 117574 (Sub-No. 98), filed June 5, 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: (1) *Pressure vessels, storage tanks, condensers, evaporators, heat exchangers* and (2) *incidental equipment and parts designed for installation with or transportation of the items in (1) above*, from Downingtown, Pa., to points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

NOTE: Applicant states it is willing to surrender the following present authority in MC 117574 from Downingtown, Pa., if proposed operations are granted: Pressurized tanks and parts and attachments for such tanks when shipped in connection therewith, from Downingtown, Pa., to points in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, and Wisconsin, and damaged or defective shipments of the above-described commodities, from the above-specified destination points to Downingtown, Pa. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117774 (Sub-No. 2), filed June 5, 1964. Applicant: GEORGE A. TAYLOR, INC., 4 Philmore Avenue, Caledonia, N.Y. Applicant's attorney: Leroy Danziger, 334 King Road, North Brunswick, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum, gypsum products, plaster retarder, plaster accelerator, plaster board joint system, tape, and wallboard* and mineral wool in mixed shipments with the aforementioned commodities, from Wheatland, N.Y., to points in Massachusetts, Connecticut, and Rhode Island, points in Nassau and Suffolk Counties, N.Y., and New York, N.Y.

NOTE: Applicant states the above proposed operations will be restricted to a service to be performed under a continuing contract or contracts with the Ruberoid Company, South Bound Brook, N.J. If a hearing is deemed necessary, applicant requests it be held at either Newark, N.J., or New York, N.Y.

No. MC 119315 (Sub-No. 3), filed June 4, 1964. Applicant: FREIGHTWAY CORPORATION, 131 Matzinger Road, Toledo, Ohio. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass fibres and glass fibre products*, (1) between Vienna, W. Va., Defiance and Toledo, Ohio, and points in Lucas County, Ohio, on the one hand, and, on the other, points in Arkansas, Minnesota, Missouri, and Tennessee, and (2) between Vienna, W. Va., and Toledo, Ohio, on the one hand, and, on the other, points in Kentucky.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119778 (Sub-No. 69), filed June 8, 1964. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: J. Douglas Harris, 413-414 Bell Building, Montgomery, Ala., Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in packages or drums, from Tuscaloosa, Ala., to points in Georgia and Tennessee, and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala., or Birmingham, Ala.

No. MC 119869 (Sub-No. 1), filed June 17, 1964. Applicant: ROLAND BILEAU TRANSPORTATION COMPANY, INC., 433 Cumberland Hill Road, Woonsocket, R.I. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Condensed skim milk*, in fluid form, in bulk, in tank vehicles, from points in Massachusetts, New York, and Vermont, to points in Massachusetts, Connecticut, Rhode Island, Vermont, Maine, and New Hampshire.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Providence, R.I.

No. MC 121489 (Sub-No. 2), filed June 5, 1964. Applicant: COTTON TRANSPORTER, INC., Ralston, Nebr. Applicant's attorney: Donald E. Leonard, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those requiring special equipment), (1) between points within a fifteen (15) mile radius of Omaha, Nebr., and (2) between points within a fifteen (15) mile radius of Omaha, Nebr., on the one hand, and, on the other, points in Nebraska.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 123383 (Sub-No. 14), filed June 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: *Building materials*, from Camden, N.J., to points in Connecticut, Massachusetts, Rhode Island, Virginia, Pennsylvania, Vermont and New Hampshire.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 123407 (Sub-No. 14), filed June 8, 1964. Applicant: SAWYER TRANSPORT, INC., 2424 Minnehaha Avenue, Minneapolis, Minn. Applicant's attorney: Alan Foss, First National Bank Building, Fargo, N. Dak., 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials, wall board, pulp board and insulation and insulating materials*, from Duluth, Cloquet, Bemidji, Virginia, and International Falls, Minn., to points in North Dakota, South Dakota, Nebraska, Iowa, Illinois, Wisconsin, Kentucky, Tennessee, Missouri, Arkansas, Indiana, Michigan, Ohio, and Pennsylvania.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 124886 (Sub-No. 1) (AMENDMENT), filed March 29, 1964, published in FEDERAL REGISTER April 15, 1964, amended June 11, 1964, and republished as amended this issue. Applicant: PHILIP PICARIELLO, doing business as P & F CARRIERS, 478 Farnham Avenue, Lodi, N.J. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Nitrocellulose solutions*, other than petroleum derivative, in bulk, in tank vehicles, from the site of the plant of Cellofilm Corp., in Wood-Ridge, N.J., to Delaware, Ohio.

NOTE: Applicant is authorized to conduct operations as a *common carrier* in Certificate No. MC 26570 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C. The purpose of this republication is to show the destination point as Delaware, Ohio, in lieu of Detroit, Mich., as previously published.

No. MC 125708, filed September 26, 1963. Applicant: HUGH MAJOR, 150 Sinclair, South Roxana, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Building, paving and roofing materials*, from the plant sites of the Johns-Manville Products Corporation located at Waukegan, Ill., to points in that part of Missouri on and south of U.S. Highway 66 (except St. Louis), points in that part of Arkansas on and south of U.S. Highway 70, points in that part of Kentucky on and west of U.S. Highway 31-E, and points in that part of Tennessee on and west of a line begin-

ning at the Tennessee-Kentucky State line and extending along U.S. Highway 31-E to junction U.S. Highway 231, thence along U.S. Highway 231 to the Tennessee-Alabama State line (except Memphis). (2) *Pipe, floor tile, building materials, paving materials, roofing materials, and insulating materials*, from the plant sites of the Johns-Manville Products Corp. located at Waukegan, Ill., to points in that part of Arkansas north or U.S. Highway 70, that part of Missouri north of U.S. Highway 66 (except St. Louis, Kansas City, and St. Joseph), that part of Kentucky east of U.S. Highway 31-E, and that part of Tennessee on and east of a line beginning at the Tennessee-Kentucky State line and extending along U.S. Highway 31-E to junction U.S. Highway 231, and thence along U.S. Highway 231 to the Tennessee-Alabama State line.

NOTE: Applicant in MC 116434 Sub-Nos. 1 and 2 permits, as shown above in (1) and (2) respectively, presently holds authority as a contract carrier to perform the transportation specified, under a continuing contract with Johns-Manville Products Corporation.

(3) *Lock washers, agricultural implement parts, and materials used in the manufacture of agricultural implements*, between the plant sites of Beall Tool Division, Unit Rail Anchor Corporation located at East Alton, Ill., on the one hand, and, on the other, points in Alabama, Arkansas, Georgia, Indiana, Kentucky, Louisiana, New Jersey, Ohio, Tennessee, and Virginia.

NOTE: Applicant presently holds authority as a contract carrier in MC 116434 Sub-No. 7 permit to perform the above transportation under a continuing contract with Beall Tool Division, Unit Rail Anchor Corporation.

(4) *Wooden posts, poles, beams, and pillars, and lumber not included in the preceding commodities*, between Granite City and Chicago Heights, Ill., and Omaha, Nebr., on the one hand, and on the other, points in Arkansas, Illinois, Indiana, Iowa, Kentucky, Minnesota, Mississippi, Missouri, Nebraska, Tennessee, and Wisconsin. RESTRICTION: No transportation shall be performed where both the origin and destination are either in Illinois or Nebraska.

NOTE: Applicant presently holds authority as a contract carrier, in MC 116434 Sub-No. 10 permit to perform the above transportation under a continuing contract with Nebraska Bridge Supply & Lumber Co., of Omaha, Nebr.

(5) (a) *Picket fencing*, from the plant sites of Nebraska Bridge Supply & Lumber Co., located at Cable, Wis., to points in Illinois, Indiana, Iowa, Minnesota, Missouri, Ohio, Kansas, Nebraska, and South Dakota, (b) *wood lathe, used in the manufacture of picket fencing*, from Spearfish and Deadwood, S. Dak., and points in Minnesota, to the plant sites of Nebraska Bridge Supply & Lumber Co., located at Cable, Wis., and from the plant sites of Nebraska Bridge Supply & Lumber Co. located at Cable, Wis., to the manufacturing plant sites of the Nebraska Bridge Supply & Lumber Co. located at Fort Dodge, Iowa, Chicago, Heights, Ill., and Omaha, Nebr., (c) *wire, used in the manufacture of picket fencing*

ing, from the plant sites of the facilities of the Nebraska Bridge Supply & Lumber Co., located in Fort Dodge, Iowa, Omaha, Nebr., and Chicago Heights, Ill., to the plant sites of Nebraska Bridge Supply & Lumber Co., located in Cable, Wis., and from Peoria and East St. Louis, Ill., to the plant sites of the Nebraska Bridge Supply & Lumber Co. located at Cable, Wis.

NOTE: Applicant presently holds authority as a contract carrier in MC 116434 Sub-No. 11 permit to perform the above transportation.

(6) *Building, roofing, and paving materials*, from the plant sites of the Lehon Co. located at Wilmington, Ill., to points in Missouri (except those on and east of a line beginning at Crystal City, Mo., and extending along U.S. Highway 67 to the Missouri-Arkansas State line).

NOTE: Applicant presently holds authority as a contract carrier in MC 116434 Sub-No. 14 permit to perform the above transportation under a continuing contract with Lehon Co. of Wilmington, Ill.

(7) *Apple cider and vinegar*, in containers and cartons, from the plant site of Alton Vinegar Company located at Alton, Ill., to points in Kansas, Nebraska, and Missouri (except St. Louis, and St. Louis County, Mo., and points on and east of U.S. Highway 67, beginning at Crystal City, Mo., and extending to the Missouri-Arkansas State line).

NOTE: Applicant presently holds authority as a contract carrier in MC 116434 Sub-No. 16 permit to perform the above transportation under a continuing contract with Alton Vinegar Company.

(8) (a) *Water well pipe and casing, pipe fittings, and protectors and steel*, from Centralia, Flora, and Carlinville, Ill., and Louisiana, Mo., to points in Wisconsin, Indiana, Minnesota, Ohio, Iowa, Illinois, Kentucky, Tennessee (except points in Shelby County), Arkansas, and Nebraska, (b) *pallets*, from points in the destination territory specified immediately above, to Centralia, Flora, and Carlinville, Ill., and Louisiana, Mo.

NOTE: Applicant presently holds authority as a contract carrier in MC 116434 Sub-No. 4 permit to perform the above transportation under a continuing contract with Valley Steel Products Company of St. Louis, Mo.

(9) *Water well casing, water pipe, tubing, pipe fittings and protectors* (except those of such commodities which, because of size or weight, require special handling or the use of special handling or the use of special equipment), from Warren, Ohio, and points in that part of Ohio south of U.S. Highway 40, points in Iowa, Illinois, Kentucky, Tennessee, Arkansas, Nebraska, Missouri, that part of Indiana south of U.S. Highway 40, and Minnesota (except from Minneapolis and St. Paul, Minnesota, commercial zone as defined by the Commission), to Centralia, Flora, Carlinville, and Olney, Ill. (except from points in Illinois), and Louisiana, Mo. (except from other points in Missouri).

NOTE: Applicant presently holds authority as a contract carrier in MC 116434 Sub-No. 8 permit to perform the above transportation under a continuing contract with Valley Steel Products Co. of St. Louis, Mo.

(10) *Water well casing, pipe, tubing, pipe fittings and protectors, and sheet steel* (except such commodities which by reason of size or weight require the use of special equipment), between points in Kansas, Louisiana, Maryland, Michigan, Mississippi, New Jersey, New York, North Dakota, South Dakota, North Carolina, South Carolina, Oklahoma, Pennsylvania, Texas, Virginia, West Virginia, and points in Jefferson County, Ala., on the one hand, and on the other, Sparta, Carlinville, Centralia, Cairo, and Irvington, Ill., and points in Louisiana, Mo. (except sheet steel from points in Michigan, Pennsylvania, and West Virginia to the above specified points in Illinois).

NOTE: Applicant presently holds authority as a contract carrier in MC 116434 Sub-No. 19 permit to perform the above transportation under a continuing contract with Valley Steel Products Co. of St. Louis, Mo.

(11) *Water well casing, pipe, tubing, pipe fittings, and protectors, and steel*, from points in Illinois, to points in Missouri (except (1) points in Louisiana, Missouri, and points in Missouri east of a line beginning at the Illinois-Missouri State line at the junction of U.S. Highways 61 and 67 near Crystal City, Mo., and extending south over U.S. Highway 67 to the Missouri-Arkansas State line, and (2) except Alton, Ill., and from points in Illinois within the Chicago, Ill., commercial zone, to points in the St. Louis, Mo., commercial zone and those in St. Louis County, Mo.).

NOTE: Applicant presently holds authority as a contract carrier in MC 116434 Sub-No. 20 permit to perform the above transportation under a continuing contract with Valley Steel Products Co. of St. Louis, Mo.

(12) (a) *Posts, poles, beams, pillars, tires and lumber*, between the plant sites of The American Creosoting Corporation of Louisville, Ky., located at Madison, Illinois, on the one hand, and, on the other, points in Indiana, Iowa, Ohio, Michigan, Wisconsin, and Missouri, (b) *chemically treated, pressure treated, or creosoted posts, poles, beams, pillars, ties, and lumber*, from the plant sites of The American Creosoting Corporation of Louisville, Ky., located at Meridian, Miss., to points in Illinois, Indiana, Iowa, Ohio, Michigan, Wisconsin, and Missouri, (c) *posts, poles, beams, pillars and tires*, from points in Mississippi, to the plant sites of The American Creosoting Corporation of Louisville, Ky., located at Madison, Ill., and Indianapolis, Ind., (d) *untreated rough pine lumber*, from the plant sites of The American Creosoting Corp. of Louisville, Ky., located at Meridian, Miss., to the plant sites of The American Creosoting Corp. of Louisville, Ky., located at Madison, Ill., and Indianapolis, Ind.

NOTE: Applicant presently holds authority as a contract carrier in MC 116434 Sub-No. 26 permit to perform the above transportation under a continuing contract with The American Creosoting Corporation of Louisville, Ky.

NOTE: The purpose of the instant application is to convert all of applicant's contract carrier operating rights as contained in No. MC 116434 and sub numbers thereunder to a common carrier certificate. If a hearing is deemed necessary applicant requests it be held at Chicago, Ill.

No. MC 126037 (AMENDMENT), filed February 24, 1964, published in FEDERAL REGISTER, issue March 11, 1964, and republished as amended this issue. Applicant: JOSEPH ROSE, 1122 High Street, New Market, N.J. Applicant's attorney: August W. Heckman, 297 Academy Street, Jersey City 6, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Manufactured stone*, on skids, from the plant site of the Miami Stone Company, Madison Township, N.J., to points in Connecticut and New Castle County, Del., Delaware, Chester, Lancaster, York, Montgomery, Bucks, Philadelphia, Northampton, Lehigh, Berks, Lebanon, Dauphin, Northumberland, Montour, Columbia, Schuylkill, Carbon, Monroe, Luzerne, Pike, Wayne, Susquehanna, Lackawanna, Bradford, Sullivan, and Wyoming Counties, Pa., and Rockland, Westchester, Putnam, Dutchess, Orange, Rensselaer, Schoharie, Sullivan, Chenango, Madison, Otsego, Albany, Schenectady, Delaware, Greene, Columbia, and Ulster Counties, N.Y., and New York N.Y.

NOTE: The purpose of this republication is to show the origin point as Madison Township instead of Matawan, N.J., as previously published. Applicant states that the proposed service is to be performed under a continuing contract with Miami Stone Company. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 126099 (AMENDMENT), filed March 12, 1964, published in FEDERAL REGISTER April 22, 1964, amended June 10, 1964, and republished as amended this issue. 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 points in the Kansas City, Mo., Kans., commercial zone 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 vehicles at the same time and animal and poultry feed.

NOTE: The purpose of this republication is to show the origin points as Kansas City, Mo.-Kans. commercial zone, in lieu of Kansas City, Mo. If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 126211 (Sub-No. 1), filed June 10, 1964. Applicant: ROBERT C. GERBER, doing business as GERBER TRANSFER, Mt. Horeb, 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: *Cheese*, from Mt. Horeb, Wis., to Carthage, Mo., and *empty containers or other such incidental facilities* (not specified) used in transporting the above described commodities, on return.

NOTE: If a hearing is deemed necessary applicant requests it be held at Madison, Wis.

No. MC 126310, filed June 2, 1964. Applicant: L. E. MUIR, doing business as L. E. MUIR TRUCKING SERVICE, 33161 Road 160, Ivanhoe, Calif. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pipe*, iron and steel, *pipe fittings*, iron and steel, between points in the Los Angeles and Los Angeles Harbor commercial zones, San Francisco and Oakland, Calif., and Hillmaid, Calif. (located near Woodlake, Calif.).

NOTE: Applicant states he proposes to transport fresh fruits and vegetables, on return. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif.

No. MC 126313, filed June 3, 1964. Applicant: BEAUCE TRANSPORT, LTD., 125 10th Street, Beauceville-Est., Beauce County, Quebec, Canada. Applicant's attorneys: Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road, Braintree 84, Mass., and Donald J. Bourassa, 116 State Street, Augusta, Maine. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Lumber*, wood chips, *pulpwood*, logs, *hardwood squares*, cedar furniture, *shingles*, *fenceposts*, *pickets*, panels, *hardwood flooring*, and *roundwood billets*, from ports of entry on the international boundary line between the United States and Canada at or near Jackman, Maine, Coburn Gore, Maine, and Derby Line, Vt., to points in Maine; and (2) *hardwood flooring*, from North Turner, Maine, to ports of entry on the international boundary line between the United States and Canada at or near Jackman, Maine, Coburn Gore, Maine, and Derby Line, Vt.

NOTE: Applicant is also authorized to conduct contract operations in Permit No. MC 123448. Applicant states the proposed operations described above duplicate in part the authority granted in the referred Permit. It will agree to the cancellation of its contract carrier authority, if the application in the instant permanent authority as a common carrier is granted. If a hearing is deemed necessary, applicant requests it be held at Augusta, Maine.

No. MC 126320, filed June 8, 1964. Applicant: HAROLD V. DETTINBURN, doing business as DETTINBURN TRUCKING, Petersburg, W. Va., 26747. Applicant's representative: D. L. Bennett, 213 First National Bank Building, 2207 National Road, Wheeling, W. Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Glass sand*, *burnt lime*, *limestone*, *rock dust*, and *lime*, in bulk, in dump vehicles, (2) *burnt lime* and *rock dust*, in bags, and (3) *lime*, in bulk, in spreader vehicles, from Riverton, W. Va., and points within five (5) miles thereof, to railheads located at Durbin, Elkins, and Petersburg, W. Va., for subsequent movement by rail; commodities described above in (1) and (2), from Riverton, W. Va., and points within five (5) miles thereof, to points in Kentucky, Maryland, Ohio, Pennsylvania,

and Virginia; and commodity described above in (3), from Riverton, W. Va., and points within five (5) miles thereof, to points in Highland County, Va., and points in Allegany and Garrett Counties, Md.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126328 filed June 8, 1964. Applicant: ACTON VALE MOTOR EXPRESS LIMITED, 1193 Ricard Street, Acton Vale, Quebec, Canada. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Crushed lime*, in bags, from Adams, Mass., to the port of entry on the international boundary line between the United States and Canada located at Highgate Springs, Vt., and *empty containers or other such incidental facilities* (not specified), used in transporting the commodity specified above, on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Montpelier, Vt.

No. MC 126332, filed June 16, 1964. Applicant: N. J. BERESCHAK AND M. J. MAZUR, a partnership, doing business as B & M CARRIER COMPANY, 637 West Centre Street, Shenandoah, Pa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Raw*, *semifinished*, and *finished materials and products thereof*, used by and for the national defense, between points in the United States.

NOTE: If a hearing is deemed necessary, applicant does not specify place of hearing.

MOTOR CARRIERS OF PASSENGERS

No. MC 3647 (Sub-No. 358), filed June 2, 1964. Applicant: PUBLIC SERVICE COORDINATED TRANSPORT, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling (same as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express*, and *newspapers*, in the same vehicle with passengers, between Newark, and Irvington, N.J., from junction Lyons Avenue and Schley Street in Newark, over Schley Street to junction of Chancellor Avenue, thence over Chancellor Avenue to junction Coit Street in Irvington, returning from junction Coit Street and Chancellor Avenue in Irvington over Chancellor Avenue to junction Fabyan Place, thence over Fabyan Place to junction Lyons Avenue in Newark, serving all intermediate points.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 29601 (Sub-No. 8), filed May 22, 1964. Applicant: MIDWEST COACHES, INC., 216 North Second Street, Mankato, Minn. Applicant's attorney: D. C. Nolan, Suite 406, Iowa State Bank Building, Iowa City, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and express* (consisting of packages and articles suitable to be transported on passenger car-

rying buses) between Sioux City, Iowa and Sioux Falls, S. Dak.: from Sioux City over Iowa Highway 12 to Hawarden, Iowa, thence over Iowa Highway 10 to the Iowa-South Dakota State line, and junction South Dakota Highway 46, thence over South Dakota Highway 46 to junction U.S. Highway 18, thence over U.S. Highway 18 to junction U.S. Highway 77, thence over U.S. Highway 77 to Sioux Falls, and return over the same route, serving the intermediate points of Westfield, Akron, Hawarden and Inwood, Iowa and Canton and Hudson, S. Dak.

NOTE: Applicant states in connection with the filing of this application it requests permission and authority to abandon operations on all that part of the route between Le Mars, Iowa, and Spirit Lake, Iowa, authorized under Certificate MC 29601 Sub-7, except that portion thereof between LeMars, Iowa and Sheldon, Iowa over Iowa Highway 33. It is the desire and intention of the applicant to retain only that portion of the LeMars, Iowa and Spirit Lake, Iowa, route between LeMars and Sheldon, Iowa, via Iowa Highway 33 as that is a segment of its route between Sioux City, Iowa, and Worthington, Minn. If a hearing be deemed necessary, applicant requests it be held at either Sioux City, Iowa or Sioux Falls, S. Dak.

No. MC 107583 (Sub-No. 24), filed June 3, 1964. Applicant: SALEM TRANSPORTATION CO., INC., doing business as ATLANTIC CITY TRIPS, 113 West 42d Street, Suite 1004, New York, N.Y., 10036. Applicant's attorney: George H. Rosen, 291 Broadway, New York 7, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage and effects*, in the same vehicles with passengers, in special operations, in nonscheduled door-to-door service, limited to the transportation of not more than 11 passengers in any one vehicle, not including the driver thereof, and not including children under 10 years of age who do not occupy a seat or seats, between Philadelphia, Pa., and points in the commercial zone of Philadelphia, Pa., as defined by the Commission, and Wilmington, Del., on the one hand, and, on the other, Kennedy International Airport (formerly Idlewild) and La Guardia Airport, New York, N.Y.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 110373 (Sub-No. 9), filed June 8, 1964. Applicant: NORTHEAST COACH LINES, a corporation, 730 Madison Avenue, Paterson, N.J. Applicant's attorney: Edward F. Bowes, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage and express and newspapers* in the same vehicle with passengers, (1) between points in Franklin Township and Frankford, N.J.; from Franklin over New Jersey Highway 23 to junction County Highway 565 in Sussex, thence over County Highway 565 to junction U.S. Highway 206 at Ross Corner, Frankford, N.J., and return over the same route, serving all intermediate points. Applicant states that it proposes to join the routes described above, in this paragraph, to its presently

authorized routes in Franklin, N.J. and Ross Corner, Frankford, N.J. Applicant further proposes to provide service to New York, N.Y. over the routes described above and its presently authorized routes. (2) between Newton, N.J. and Wayne, N.J.; from Newton over U.S. Highway 206 to junction U.S. Highway 46 in Netcong, thence over U.S. Highway 46 to junction New Jersey Highway 23 in Wayne, and return over the same route, serving all intermediate points west of and including Dover, N.J. Applicant states that it proposes to join the routes described above, in this paragraph, to its presently authorized route at the junction of New Jersey Highway 3 and U.S. Highway 46 in Wayne, N.J. Applicant further proposes to provide service to New York, N.Y. over the routes described in this paragraph and its presently authorized routes. (3) between Netcong, N.J. and Denville, N.J.; from Netcong over U.S. Highway 46 to junction U.S. Highway 80 in Roxbury, thence over U.S. Highway 80 to junction U.S. Highway 46 in Denville, and return over the same route, serving all intermediate points west of and including Dover, N.J. Applicant states that it proposes to join the routes described above, in this paragraph, to the proposed routes in paragraph (2), above, at Netcong and Denville, N.J. Applicant further proposes to provide transportation to New York, N.Y. over the proposed routes in this paragraph, those in paragraph (2), and its presently authorized routes. (4) between Sparta, N.J. and Dover, N.J.; from Sparta over New Jersey Highway 15 to junction U.S. Highway 46 in Dover, and return over the same route, serving all intermediate points. Applicant states that it proposes to join at Dover, N.J., to U.S. Highway 46, the route proposed in paragraph (2), above, and to join New Jersey Highway 15, the route proposed in this paragraph, at Wharton, to U.S. Highway 80, the route proposed in paragraph (3). Applicant further states that it proposes to provide transportation to New York, N.Y. over the route proposed in this paragraph, those proposed in paragraph (2) and (3), and its presently authorized routes.

NOTE: Common control may be involved. If a hearing is deemed necessary, applicant requests that it be held at Newark, N.J.

No. MC 126289, filed June 1, 1964. Applicant: ROBERT P. GANOUNG, doing business as OLEAN LIMOUSINE SERVICE, 230 Hamilton Avenue, Olean, N.Y. Applicant's attorney: V. Sumner Carroll, 600 M & T Building, 44 Falls Street, Niagara Falls, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, and *general commodities* in limousines not having a capacity in excess of 5 passengers other than the driver (1) between city of Olean, Cattaraugus County, N.Y., and points in New York within forty (40) miles of Olean, on the one hand, and, on the other, points in McKean and Potter Counties, Pa.; (2) between city of Olean, Cattaraugus County, N.Y., and points in New York and Pennsylvania, including points in McKean and Potter Counties, Pa., within forty (40) miles of Olean,

on the one hand, and, on the other, ports of entry on the international boundary line between the United States and Canada, located on the Niagara and St. Lawrence Rivers; and (3) between city of Olean, Cattaraugus County, N.Y., and points in New York and Pennsylvania within forty (40) miles of Olean, on the one hand, and, on the other, points in New York, Pennsylvania, Ohio, Indiana, Illinois, Michigan, New Jersey, Virginia, West Virginia, Maryland and the District of Columbia, all within a five hundred (500) mile radius of Olean.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 126321, filed June 11, 1964. Applicant: ALFRED C. REHBERG, doing business as ORWELL-CLEVELAND COACH LINE, Route No. 1, Box No. 6, Lockwood, Ohio, 44435. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle, in charter operations, beginning and ending at points in Geauga, Trumbull, and Ashtabula Counties, Ohio, and extending to points in Indiana, Pennsylvania, New York, and Michigan, including ports of entry on the international boundary line between the United States and Canada located in New York and Michigan.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Cleveland, Ohio.

APPLICATIONS FOR BROKERAGE LICENSES

MOTOR CARRIERS OF PASSENGERS

No. MC 12901, filed June 5, 1964. Applicant: JOHN G. O'BRIEN, 62 South Main Street, New Britain, Conn. Applicant's attorney: Reubin Kaminsky, Suite 223-410 Asylum Street, Hartford 3, Conn. For a license (BMC 5) to engage in operations as a *broker* at New Britain, Conn., in arranging for transportation, by motor vehicle, in interstate or foreign commerce of passengers and their baggage, both individually and in groups, for individual trips and for conducted, all-expense tours, between points in the United States.

APPLICATIONS FOR WATER CARRIERS

MOTOR CARRIERS OF PROPERTY

No. W-827 (Sub-No. 3) (Catalina Island Sightseeing Lines Extension) Tug & Barge Service, filed June 10, 1964. Applicant: Catalina Island Sightseeing Lines, 150 Metropole Avenue—Post Office Box B-2, Avalon, Calif. Applicant's attorney: Max Eddy Utt, 634 South Spring Street, Los Angeles, Calif., 90014. Application filed June 10, 1964, for a revised certificate authorizing extension of its authority to operate non-self-propelled barges towed by tugs in year round operation in the transportation of *commodities* generally between Wilmington, Calif., and points on Santa Catalina Island, Calif., by way of San Pedro Channel.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN ELECTED

MOTOR CARRIERS OF PROPERTY

No. MC 25869 (Sub-No. 21), filed June 2, 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, meat byproducts, and articles distributed by meat packinghouses* (except tallow in bulk, in tank vehicles), from points in Saunders County, Nebr., to St. Louis, Mo., and the commercial zone thereof.

No. MC 52458 (Sub-No. 192), filed June 18, 1964. Applicant: T. I. McCORMACK TRUCKING COMPANY, INC., U.S. Route 9, Woodbridge, N.J. Applicant's attorney: Chester A. Zyblut, 1000 Connecticut Avenue NW., Washington, D.C., 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sea water and sea water derivatives*, in bulk, in tank vehicles, from Wrightsville Beach, N.C., to New Market and Jersey City, N.J., and *rejected shipments*, on return.

No. MC 61403 (Sub-No. 110), filed June 12, 1964. Applicant: THE MASON AND DIXON TANK LINES, INC., Eastman Road, Kingsport, Tenn. Applicant's attorney: W. C. Mitchell, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Edible lards and shortenings*, in bulk, in tank vehicles, from Cincinnati, Ohio, to Knoxville, Tenn., and points in Georgia, North Carolina, and South Carolina.

NOTE: Common control may be involved.

No. MC 66562 (Sub-No. 2013), filed May 18, 1964. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42nd Street, New York, N.Y. Applicant's attorney: Erwin H. Baumer, 1220 C & S National Bank Building, Atlanta, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, moving in express service, serving Columbiana, Ala., as an off-route point in connection with applicant's presently authorized regular-route operations between Birmingham, Ala., and Selma, Ala., under MC 66562 (Sub-Nos. 1527 and 1935), and subject to the same restrictions, which are as follows: (1) The service to be performed by carrier shall be limited to that which is auxiliary to, or supplemental of air or railway express service. (2) Shipments transported shall be limited to those moving on through bills of lading or express receipts covering, in addition to a motor carrier movement by carrier, an immediately prior or an immediately subsequent movement by rail or air, and (3) such further specific conditions as the Commission, in the future may find necessary to impose in order to restrict carrier's operations to service which is auxiliary to or supplemental of air or railway express service.

NOTE: Common control may be involved.

No. MC 79135 (Sub-No. 34), filed June 8, 1964. Applicant: COSSITT MOTOR EXPRESS, INC., 63 West Kendrick Avenue, Hamilton, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sand*, in bags, from Nor-

wich, N.Y., to points in Connecticut, Massachusetts, Rhode Island, New Jersey, New York, Maryland, Delaware, Pennsylvania, and the District of Columbia, and empty containers or other such incidental facilities (not specified) used in transporting the above named commodities, on return.

NOTE: Common control may be involved.

No. MC 114194 (Sub-No. 70), filed June 8, 1964. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Corn products*, in bulk, from Granite City, Ill., to points in Wyoming, Utah, Nevada, Idaho, Oregon, and Washington, and *rejected shipments*, on return.

No. MC 116886 (Sub-No. 21), filed June 5, 1964. Applicant: HOWELL'S MOTOR FREIGHT, INCORPORATED, 2210 Winston Avenue, SW., Roanoke, Va. Applicant's attorney: R. Roy Rush, Shenandoah Building, Suite 300, Roanoke, Va. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in sections A, B and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in vehicles equipped with mechanical refrigeration in pool-car and pool-truck distribution service, from Kingsport, Johnson City, Erwin, Fordtown, and Gray, Tenn., to points in that part of Tennessee on and east of U.S. Highway 27, and that part of Virginia on and west of U.S. Highway 21, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-described commodities, on return.

No. MC 123233 (Sub-No. 12), filed June 10, 1964. Applicant: PROVOST CARTAGE, INC., 7725 Souigny, Montreal, Quebec, Canada. Applicant's attorney: John J. Brady, Jr., 75 State Street, Albany 7, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Alcoholic beverages*, in bulk, in special tank vehicles, from the ports of entry on the international boundary line between the United States and Canada at Champlain, Trout River, Ogdensburg, Alexandria Bay, and Buffalo, N.Y., and Detroit, Mich., to Pekin, Ill., Owensboro and Bardstown, Ky., Pennington, N.J., Peekskill, and New York City, N.Y., and *rejected or refused shipments* of the above described commodities, on return.

NOTE: Applicant states the authority sought will involve traffic originating from the Province of Quebec, Canada.

MOTOR CARRIERS OF PASSENGERS

No. MC 110595 (Sub-No. 7), filed June 9, 1964. Applicant: COASTAL STAGES CORPORATION, 1310 1/2 Asheville Highway, Post Office Box 1011, Spartanburg, S.C. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and newspapers, express, and mail*, in the same vehicle with passengers, (1) from St. Matthews, S.C., to junction U.S. Highways 176 and 17A;

from St. Matthews over U.S. Highway 601 to junction U.S. Highway 176, thence over U.S. Highway 176 to junction with U.S. Highway 17A, and return over the same route, serving all intermediate points, (2) from Andrews, S.C., to Sumter, S.C.; from Andrews over U.S. Highway 521 to junction South Carolina Highway 377, thence over South Carolina Highway 377 to Kingstree, S.C., thence over U.S. Highway 52 to junction South Carolina Highway 261; thence over South Carolina Highway 261 to junction U.S. Highway 521, thence over U.S. Highway 521 to Sumter, and return over the same route, serving all intermediate points, (3) from Sumter, S.C., to Manning, S.C.; from Sumter over U.S. Highway 15 to Paxville, S.C., thence over South Carolina Highway 261 to Manning, and return over the same route, serving all intermediate points, and (4) from junction U.S. Highway 521 and South Carolina Highway 261 to junction South Carolina Highway 377 and U.S. Highway 521; from junction U.S. Highway 521 and South Carolina Highway 261, over U.S. Highway 521 to Greeleyville, S.C., thence over South Carolina Highway 375 to Gowdin, S.C., thence over South Carolina Highway 377 to junction South Carolina Highway 377 and U.S. Highway 521, and return over the same route, serving all intermediate points.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.
[F.R. Doc. 64-6259; Filed, June 23, 1964; 8:47 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

JUNE 19, 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. 7451-CCBT, filed March 11, 1964. Applicant: IMPERIAL INTER-URBAN, INC., 901 South Florida Avenue, Lakeland, Fla. Applicant's attorney: M. Craig Massey, 223 South Florida Avenue, Post Office Drawer J, Lakeland, Fla. Certificate of public convenience and necessity sought to operate as follows: Transportation of (a) *passengers and their baggage*, in motor vehicles not having a capacity in excess of 12 passengers, including the driver

thereof, and (b) *general commodities* (except Classes A and B explosives and commodities in bulk), between points in Polk County, Fla., and the Orlando, Fla., airports, namely Herndon and McCoy airports.

NOTE: Applicant states it proposes to transport both passengers and freight in interstate and foreign commerce in connection with this application as all passengers and freight handled by it will have an immediately prior or subsequent movement by air either in intrastate, interstate or foreign commerce.

HEARING: July 21, 1964, at 9:30 a.m., in the State Office Building, 800 Twiggs Street, Tampa, Fla.

Requests for procedural information, including the time for filing protests, concerning this application should be addressed to the Florida Public Utilities Commission, 700 South Adams Street, Tallahassee, Fla., 32304, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.
[F.R. Doc. 64-6260; Filed, June 23, 1964; 8:47 a.m.]

[Notice No. 1003]

MOTOR CARRIER TRANSFER PROCEEDINGS

JUNE 19, 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.

MC-FC. By order of June 16, 1964, the Transfer Board approved the transfer to J. Perry Kinzie, doing business as Bestway Line, 8841 Belding Road, Rockford, Mich., applicant in No. MC 124081 (Sub No. 2), BOR-99 issued February 14, 1964, in the name of John J. Orth, doing business as Bestway Line, 900 East Fulton, Grand Rapids, Mich., for certificate of registration to operate in interstate or foreign commerce authorizing operations under the former second proviso of section 206(a)(1) of the Act, supported by Michigan certificate No. P-12741, authorizing transportation of passengers, from Grand Rapids and Belding via River Road to Plainfield, thence via &S-131 to its junction with M-44, thence via M-44 to Belding; and from Greenville to Belding over Highway M-91.

[SEAL] HAROLD D. McCoy,
Secretary.
[F.R. Doc. 64-6261; Filed, June 23, 1964; 8:48 a.m.]

CUMULATIVE CODIFICATION GUIDE—JUNE

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