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Washington, Thursday, October 1, 1959

Title 3—THE PRESIDENT

Proclamation 3315

WRIGHT BROTHERS DAY, 1959

By the President of the United States of America

A Proclamation

WHEREAS on December 17, 1903, the Wright brothers, Orville and Wilbur, made the world's first successful flight in a heavier-than-air, mechanically propelled airplane, near Kitty Hawk, North Carolina; and

WHEREAS it is appropriate that the memory of the Wright brothers, whose genius, courage, and enterprise wrought profound change in the lives of mankind, should be honored on the anniversary day of their epic flight; and

WHEREAS the Congress of the United States, by a joint resolution approved September 21, 1959, has designated the seventeenth day of December 1959 as Wright Brothers Day, and has requested the President to issue a proclamation inviting the people of the United States to observe that day with appropriate ceremonies and activities:

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United States of America, do hereby call upon officials of the Government to display the flag of the United States on all Government buildings on Wright Brothers Day, December 17, 1959; and I invite the people of the United States to observe that day with ceremonies and activities designed to honor the memory of Orville and Wilbur Wright, and to further interest and activity in the field of aviation in this country.

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 twenty-first day of September in the year of our Lord nineteen hundred and fifty-nine, and of the Independence of the United States of America the one hundred and eighty-fourth.

[SEAL]

DWIGHT D. EISENHOWER

By the President:

DOUGLAS DILLON,
Acting Secretary of State.

[F.R. Doc. 59-8284; Filed, Sept. 29, 1959; 1:53 p.m.]

Proclamation 3316

NATIONAL OLYMPIC WEEK, 1959

By the President of the United States of America

A Proclamation

WHEREAS the XVIIth Olympic Games of the modern era will be held in Rome, Italy, from August 25 to September 11, 1960, and the Winter Games will be held at Squaw Valley, California, from February 18 to February 28, 1960; and

WHEREAS these games unite in friendly competition athletes from around the world, each governed by the traditional rules of sportsmanship and eager to gain honor for the country he represents; and

WHEREAS in these challenging times mankind stands in need of occasions which bring out the finest efforts of the human spirit, of physical skill and endurance, and of achievements of individuals rather than of governments; and

WHEREAS the Olympic Games uniquely provide such occasions and contribute much to the areas of common understanding and mutual respect among all peoples; and

WHEREAS the United States Olympic Association is now engaged in seeking broad popular support for the young men and women representing the United States at these athletic events; and

WHEREAS the Congress, by a joint resolution approved September 22, 1959, has authorized and requested the President to issue a proclamation designating the period of October 17 to October 24, 1959, as National Olympic Week:

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United

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SEMIANNUAL CFR SUPPLEMENT

(As of July 1, 1959)

The following semiannual cumulative pocket supplement is now available:

Title 46, Parts 146–149, 1959 Supplement 1 ($1.25)

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States of America, do hereby designate the period of October 17 to October 24, 1959, as National Olympic Week; and I ask and urge all our citizens to give full support to the planning for the XVIIth Olympic Games and the Olympic Winter Games of 1960 so that the United States will be able to send to these games a truly representative team.

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 twenty-second day of September in the year of our Lord nineteen [SEAL] hundred and fifty-nine and of the Independence of the United States of America the one hundred and eighty-fourth.

DWIGHT D. EISENHOWER

By the President:

DOUGLAS DILLON,
Acting Secretary of State.

[F.R. Doc. 59-8283; Filed, Sept. 29, 1959; 1:53 p.m.]

Proclamation 3317

FURTHER AMENDMENT OF PROCLAMATION NO. 3160,[1] RELATING TO CERTAIN WOOLEN TEXTILES

By the President of the United States of America

A Proclamation

1. WHEREAS by Proclamation No. 3160 of September 28, 1956 (71 Stat. C12), as amended by Proclamation No. 3225 of March 7, 1958 (3 CFR, 1958 Supp., p. 19), and by Proclamation No. 3285 of April 21, 1959 (24 F.R. 3221), the President announced the invocation by the Government of the United States of America of the reservation contained in the note to item 1108 in Part I of Schedule XX annexed to the General Agreement on Tariffs and Trade (61 Stat. (pt. 5) All, A1274), and proclaimed that the ad valorem part of the rate applicable to fabrics described in item 1108 or 1109(a) in Part I of Schedule XX to the General Agreement on Tariffs and Trade (61 Stat. (pt. 5) A1274), or in item 1109(a) in Part I of Schedule XX to the Torquay Protocol to the General Agreement on Tariffs and Trade (3 UST (pt. 1) 615, 1186), entered, or withdrawn from warehouse, for consumption in excess of certain quantities would be either 30 per centum or 45 per centum, depending on the classification of such fabrics; and

2. WHEREAS I find that as of January 1, 1959, it will be appropriate to carry out the General Agreement on Tariffs and Trade that the ad valorem part of the rate be 30 per centum ad valorem in the case of any of the fabrics described in item 1108 or 1109(a) in Part I of Schedule XX to the General Agreement on Tariffs and Trade, or in item 1109(a) in Part I of Schedule XX to the Torquay Protocol to the General Agreement on Tariffs and Trade, which are described in subparagraph (a) of the seventh recital of the proclamation of September 28, 1956, as amended by the proclamations of March 7, 1958, and April 21, 1959, and as further amended by this proclamation:

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United States of America, acting under and by virtue of the authority vested in me by the Constitution and the statutes, including section 350(a) of the Tariff Act of 1930, as amended by section 3(a) of the Trade Agreements Extension Act of 1955 (69 Stat. 162; 19 U.S.C. 1351(a), Supp. V), and by section 3(a) of the Trade Agreements Extension Act of 1958 (72 Stat. 673; Public Law 85-686, sec. 3(a)), do hereby proclaim that, except insofar as this would result in the assessment on any article entered, or withdrawn from warehouse, for consumption prior to the date of this proclamation of a higher duty than would have been assessed thereon under the Proclamation of April 21, 1959, the seventh recital of the proclamation of September 28, 1956, as amended by the proclamations of March 7, 1958, and April 21, 1959, is hereby further amended to read as follows:

"7. WHEREAS I find that following December 31, 1958, and until otherwise proclaimed by the President, it will be appropriate to carry out the trade agreements specified in the first and third recitals of this proclamation that the ad valorem part of the rate be as set forth below in the case of the fabrics described in item 1108 or 1109(a) in Part I of Schedule XX of the General Agreement on Tariffs and Trade set forth in the second recital hereof, or in item 1109(a) in Part I of Schedule XX to the Torquay Protocol set forth in the fourth recital hereof (except in each case articles dutiable at rates applicable to such fabrics by virtue of any provision of the Tariff Act of 1930, as amended, other than paragraph 1108 or 1109(a)), entered, or withdrawn from warehouse, for consumption in any calendar year after that total aggregate quantity by weight of such fabrics which shall have been notified by the President to the Secretary of the Treasury, and published in the FEDERAL REGISTER (which quantity the President shall have found to be not less than 5 per centum of the average annual production in the United States during the three immediately preceding calendar years of fabrics similar to such fabrics), has been so entered or withdrawn during such calendar year:

"(a) 30 per centum ad valorem in the case of any such fabrics which are:

"(i) hand-woven fabrics with a loom width of less than 30 inches,

"(ii) serges, weighing not over 6 ounces per square yard, and nuns' veilings and other woven fabrics, weighing not over 4 ounces per square yard; all of the foregoing described in this clause (ii) wholly or in chief value of wool of the sheep, valued at over $4 per pound, in solid colors, imported to be used in the manufacture of apparel for members of religious orders, or

"(iii) woven fabrics not described in either clause (i) or clause (ii) of this subparagraph wholly or in chief value of wool of the sheep or hair of the Angora goat, weighing over 6 ounces per square yard and having a purchase price determined from the invoice of over $6.50 per pound, or weighing over 4 ounces, but not over 6 ounces, per square yard and having a purchase price determined from the invoice of over $7 per pound (such purchase price to be determined by the Collector of Customs on the basis of the aggregate price, including all expenses incident to placing the merchandise in condition, packed ready for shipment to the United States, but excluding transportation, insurance, duty, and other charges incident to bringing the merchandise from the place of shipment in the country of exportation to the place of delivery in the United States) entered, or withdrawn from warehouse, for consumption in any calendar year after such aggregate quantity notified by the President to the Secretary of the Treasury has been so entered or withdrawn but before there shall have been so entered or withdrawn 350,000 pounds of woven fabrics described heretofore in this clause (iii) but not described in either clause (i) or clause (ii) of this subparagraph, and

"(b) 45 per centum ad valorem in the case of any other of such fabrics; and".

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 24th day of September in the year of our Lord nineteen hundred and [SEAL] fifty-nine and of the Independence of the United States of America the one hundred and eighty-fourth.

DWIGHT D. EISENHOWER

By the President:

CHRISTIAN A. HERTER,
Secretary of State.

[F.R. Doc. 59-8282; Filed, Sept. 29, 1959; 1:53 p.m.]

[1] 3 CFR, 1956 Supp., p. 44; 21 F.R. 7593.

RULES AND REGULATIONS

Title 6—AGRICULTURAL CREDIT

Chapter I—Farm Credit Administration

SUBCHAPTER B—FEDERAL FARM LOAN SYSTEM

PART 10—FEDERAL LAND BANKS GENERALLY

Interest Rates on Loans Made Through Associations

The interest rate on loans made through national farm loan associations has been increased by two of the Federal land banks as follows: By the Federal Land Bank of Springfield from 5¾ percent to 6 percent per annum on applications taken on or after September 28, 1959; and by the Federal Land Bank of St. Louis from 5½ percent to 6 percent per annum on applications taken on or after September 23, 1959. In order to reflect such changes, § 10.41 of Title 6 of the Code of Federal Regulations, as amended (1959 Supp.; 24 F.R. 845, 2267, 3181, 3559, 4296, 5329, 6256), is amended: By substituting "6" for "5¾" in the line with "Springfield" therein, and by substituting "6" for "5½" in the line with "St. Louis" therein.

(Sec. 6, 47 Stat. 14, as amended; 12 U.S.C. 665. Interprets or applies secs. 12 "Second", 17(b), 39 Stat. 370, 375, as amended; 12 U.S.C. 771 "Second", 831(b))

[SEAL] R. B. TOOTELL,
Governor,
Farm Credit Administration.

[F.R. Doc. 59-8193; Filed, Sept. 30, 1959; 8:45 a.m.]

Title 7—AGRICULTURE

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1958 and Succeeding Crop Years

APPENDIX; COUNTIES DESIGNATED FOR TOBACCO CROP INSURANCE

Pursuant to authority contained in paragraph (a) of § 401.1 of the above-identified regulations, as amended, the following counties are hereby added to the list of counties published June 26, 1959, which were designated for tobacco crop insurance for the 1960 crop year. The type(s) of tobacco on which insurance is offered in each county is shown opposite the name of the county.

KENTUCKY

Robertson	31
Spencer	31
NORTH CAROLINA	
Cumberland	13
Martin	12
Madison	31
VIRGINIA	
Nottoway	11a-21

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

[SEAL] F. N. MCCARTNEY,
Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 59-8241; Filed, Sept. 30, 1959; 8:51 a.m.]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1958 and Succeeding Crop Years

APPENDIX; COUNTIES DESIGNATED FOR WHEAT CROP INSURANCE

Pursuant to authority contained in paragraph (a) of § 401.1 of the above-identified regulations, as amended, the following counties are hereby added to the lists of counties published March 19, 1959, and June 26, 1959, which were designated for wheat crop insurance for the 1960 crop year.

KENTUCKY

Christian.

TENNESSEE

Robertson.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

F. N. MCCARTNEY,
Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 59-8242; Filed, Sept. 30, 1959; 8:51 a.m.]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1958 and Succeeding Crop Years

APPENDIX; COUNTIES DESIGNATED FOR COTTON CROP INSURANCE

Pursuant to authority contained in paragraph (a) of § 401.1 of the above-identified regulations, as amended, the following counties are hereby added to the list of counties published June 26, 1959, which were designated for cotton crop insurance for the 1960 crop year.

ALABAMA

Hale.
Pickens.

ARKANSAS

Poinsett.

NORTH CAROLINA

Warren.

SOUTH CAROLINA

Calhoun.

TENNESSEE

Lauderdale.

TEXAS

Bailey.
Crosby.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

[SEAL] F. N. MCCARTNEY,
Manager,
Federal Crop Insurance Corporation.

[F.R. Doc. 59-8240; Filed, Sept. 30, 1959; 8:51 a.m.]

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER D—FEDERAL SAVINGS AND LOAN INSURANCE CORPORATION

[No. FSLIC-715]

PART 563—OPERATIONS

Participations in Loans

SEPTEMBER 28, 1959.

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of amendment of § 563.9-1 of the rules and regulations for Insurance of Accounts (12 CFR 563.9-1) as hereinafter set forth, and for the purpose of effecting such amendment, hereby amends said section as follows, effective October 1, 1959:

Section 563.9-1 aforesaid is hereby amended by striking in paragraph (c) the word "twenty" and inserting in lieu thereof the word "thirty".

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that, as said amendment only relieves restriction, the Board hereby finds that notice and public procedure thereon are unnecessary under the provisions of § 508.12 of the general regulations of the Federal Home Loan Bank Board (12 CFR 508.12) or section 4(a) of the Administrative Procedure Act and, as said amendment relieves restriction, deferment of the effective date thereof is not required under section 4(c) of said Act.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN,
Secretary.

[F.R. Doc. 59-8278; Filed, Sept. 30, 1959; 8:51 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 59-WA-62]

[Amdt. 34]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Modification

The purpose of this amendment to § 600.6161 of the regulations of the Administrator is to redescribe the Fox Intersection, a navigational aid on the Fort Worth, Tex.-Ardmore, Okla., segment of VOR Federal airway No. 161.

The Fox Intersection is the intersection of the northwest course of the Fort Worth (Amon Carter Feld) ILS localizer and the 192° True radial of the Ardmore VOR. The 318° True radial of the Fort Worth VOR is being substituted for the northwest course of the Fort Worth ILS localizer. This is being done because an ILS is primarily a landing aid rather than an enroute navigational aid. The description of Fox Intersection by the utilization of the radials of two omniranges will make it more readily identifiable to pilots and simplify air navigation.

The substitution made herein will not change the location of Fox Intersection or the airspace within the confines of Victor 161 as presently designated. In addition, the control areas associated with Victor 161 are so designated that no amendment relating thereto is necessary.

Since this modification does not impose an additional burden on the public, compliance with the notice, public procedure, and effective date requirements of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 600.6161 (14 CFR, 1958 Supp., 600.6161) is amended as follows:

In the text of § 600.6161 *VOR Federal airway No. 161 (Fort Worth, Tex., to Alexandria, Minn.)* delete "From the Fort Worth (Amon Carter Field), Tex., ILS localizer via the intersection of the Fort Worth (Amon Carter Field) ILS localizer northwest course and the Ardmore omnirange 192° True radial;" and substitute therefor "From the Fort Worth, Tex., VOR via the INT of the Fort Worth VOR 318° and the Ardmore VOR 192° radials".

This amendment shall become effective 0001 e.s.t., November 19, 1959.

(Secs. 307(a) and 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on September 25, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-8195; Filed, Sept. 30, 1959; 8:46 a.m.]

[Airspace Docket No. 59-WA-3]

[Amdt. 48]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 52]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Revocation of Segment of Federal Airway, Associated Control Areas, and Designated Reporting Points; Modification of Control Area Extensions

The purpose of this amendment to §§ 600.13, 601.13, 601.4013, 601.1159, and 601.1161, of the regulations of the Administrator, is to revoke the segment of Green Federal airway No. 3 from Des Moines, Iowa, to Goshen, Ind., together with its associated control areas, designated reporting points, and the modification of the Chicago, Ill., and Moline, Ill., control area extensions.

Green Federal airway No. 3 presently extends from Oakland, Calif., to New York, N.Y. An IFR Airway Traffic Peak-Day Survey for each half of the calendar year 1958, shows aircraft movements as seven and five, respectively, for the portion of this airway from Des Moines, Iowa, to Moline, Ill.; as eight and five, respectively, for the portion from Moline, Ill., to Joliet, Ill.; as nine and four, respectively for the portion from Joliet, Ill., to Lansing, Ill.; and as five and four, respectively, for the portion from Lansing, Ill., to Goshen, Ind. On the basis of this survey, it appears that the retention of this airway segment and its associated control areas is unjustified as an assignment of airspace and that revocation thereof will be in the public interest. Such revocation will result in Green Federal airway No. 3, and its associated control areas, extending from Oakland, Calif., to Des Moines, Iowa, and from Goshen, Ind., to New York, N.Y. Additionally, this action necessitates the revocation of two reporting points on the revoked airway segment. Moreover, Green Federal airway No. 3 is also used to describe the boundaries of the Moline, Ill., and the Chicago, Ill., control area extensions. The revocation of this airway segment will necessitate the redescription of these control area extensions by use of VOR Federal airways.

This action has been coordinated with the Army, the Navy, the Air Force, and interested civil aviation organizations. Accordingly, compliance with the Notice, and public procedures provisions of section 4 of the Administrative Procedure Act have, in effect, been complied with. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) § 600.13 (14 CFR, 1958 Supp., 600.13), and §§ 601.13, 601.4013, 601.1159, and 601.1161 (14 CFR, 1958 Supp., 601.13, 601.4013, 24 F.R. 2232, 24 F.R. 3873, 601.1159, 601.1161), are amended as follows:

1. Section 600.13 *Green Federal airway No. 3 (Oakland, Calif., to New York, N.Y.)*:

a. In the caption delete "*(Oakland, Calif., to New York, N.Y.)*." and substitute therefor "*(Oakland, Calif., to Des Moines, Iowa, and Goshen, Ind., to New York, N.Y.)*."

b. In the text delete "Des Moines, Iowa, radio range station; Moline, Ill., radio range station; Joliet, Ill., radio range station; the intersection of the west course of the Goshen, Ind., radio range and a 181° True bearing from the McCool, Ind., nondirectional radio beacon; Goshen, Ind., radio range station;" and substitute therefor "to the Des Moines, Iowa, RR. From the Goshen, Ind., RR via the".

2. In the caption of § 601.13 *Green Federal airway No. 3 control areas (Oakland, Calif., to New York, N. Y.)* delete "*(Oakland, Calif., to New York, N.Y.)*." and substitute therefor "*(Oakland, Calif., to Des Moines, Iowa, and Goshen, Ind., to New York, N.Y.)*."

3. Section 601.4013 *Green Federal airway No. 3 (Oakland, Calif., to New York, N.Y.)*:

a. In the caption delete "*(Oakland, Calif., to New York, N.Y.)*." and substitute therefor "*(Oakland, Calif., to Des Moines, Iowa, and Goshen, Ind., to New York, N.Y.)*."

b. In the text delete "Moline, Ill., radio range station; the intersection of the southeast course of the Chicago, Ill., radio range and the east course of the Joliet, Ill., radio range;".

4. In the text of § 601.1159 *Control area extension (Moline, Ill.)* delete "on the north by Green Federal airway No. 3," and substitute therefor "on the north by VOR Federal airway No. 8,".

5. In the text of § 601.1161 *Control area extension (Chicago, Ill.)* delete "on the south by Green Federal airway No. 3" and substitute therefor "on the south by VOR Federal airway No. 8".

These amendments shall become effective 0001 e.s.t. November 19, 1959.

(Secs. 307(a) and 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on September 25, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-8194; Filed, Sept. 30, 1959; 8:46 a.m.]

[Airspace Docket No. 59-WA-91]

[Amdt. 59]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 65]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Revocation of Federal Airway, Associated Control Areas and Designated Reporting Points

On August 8, 1959, a notice of proposed rule-making was published in the FEDERAL REGISTER (24 F.R. 6395) stating that the Federal Aviation Agency was considering an amendment to Parts 600 and 601 of the regulations of the Administrator which would revoke Blue Federal airway No. 34, and its associated control areas, from Terre Haute, Ind., to Peoria, Ill.

Blue Federal airway No. 34 presently extends from Terre Haute, Ind., to Peoria, Ill. An IFR Airway Traffic Peak-Day Survey for each half of the calendar year 1958, showed aircraft movements on this airway as three and one, respectively. On the basis of this survey, it appeared that retention of this airway, and its associated control areas, was unjustified as an assignment of airspace and that revocation thereof would be in the public interest. Coincident with this action, the section relating to the reporting points for this airway will be revoked.

No adverse comment was received regarding the proposed amendments.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) Part 600 (14 CFR, 1958 Supp., Part 600, 24 F.R. 701) and Part 601 (14 CFR, 1958 Supp., Part 601) are amended as follows:

1. Section 600.634 *Blue Federal airway No. 34 (Terre Haute, Ind., to Peoria, Ill.)* is revoked.

2. Section 601.634 *Blue Federal airway No. 34 control areas (Terre Haute, Ind., to Peoria, Ill.)* is revoked.

3. Section 601.4634 *Blue Federal airway No. 34 (Terre Haute, Ind., to Peoria, Ill.)* is revoked.

These amendments shall become effective 0001 e.s.t. November 19, 1959.

(Secs. 307(a) and 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on September 25, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-8196; Filed, Sept. 30, 1959; 8:46 a.m.]

[Airspace Docket No. 59-WA-291]

[Amdt. 57]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

[Amdt. 62]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Revocation of Segment of Federal Airway, Associated Control Areas and Redesignation of Reporting Points

The purpose of this amendment to §§ 600.603, 601.603 and 601.4603 is to revoke the segment of Blue Federal airway No. 3 from Marianna, Fla., to Maxwell AFB, Montgomery, Ala., and its associated control areas, and to redesignate the reporting points.

Blue Federal airway No. 3 presently extends from Miami, Fla., to Tallahassee, Fla.; from Marianna, Fla., to Maxwell AFB, Montgomery, Ala., and from Kokomo, Ind., to Sault Ste. Marie, Mich. An IFR Airway Traffic Peak-Day Survey for each half of calendar year 1958 shows aircraft movements as ten and five, respectively, for the segment from Marianna, Fla., to Maxwell AFB, Montgomery, Ala. On the basis of this survey, it appears that the retention of this segment of Blue Federal airway No. 3 and its associated control areas is unjustified as an assignment of airspace and that revocation thereof will be in the public interest. Such revocation will result in Blue Federal airway No. 3 and its associated control areas extending from Miami, Fla., to Tallahassee, Fla.; and from Kokomo, Ind., to Sault Ste. Marie, Mich. Coincident with this action, the caption of the section relating to reporting points for this airway will be amended.

This action has been coordinated with the Army, the Navy, the Air Force, and interested civil aviation organizations. Accordingly, compliance with the Notice, and public procedures provisions of section 4 of the Administrative Procedures Act have, in effect, been complied with. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) §§ 600.603, 601.603 and 601.4603 (14 CFR, 1958 Supp., 600.603, 23 F.R. 10336, 24 F.R. 3227, 601.603 and 601.4603, 24 F.R. 3229) are amended as follows:

1. Section 600.603 is amended to read:

§ 600.603 Blue Federal airway No. 3 (Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.).

From the Miami, Fla., RBN via the Fort Myers, Fla., RBN; Tampa, Fla., RR; the INT of the north course of the Tampa, Fla., RR and the southeast course of the Cross City, Fla., RR; Cross City, Fla., RR to the Tallahassee, Fla., RR. From the INT of the south course of the Goshen, Ind., RR and the southwest course of the Fort Wayne, Ind., RR via the Goshen, Ind., RR; the INT of the north course of the Goshen RR and the southwest course of the Grand Rapids RR; Grand Rapids, Mich., RR; Traverse City, Mich., RR; to the Sault Ste. Marie, Mich., RR.

§ 601.603 [Amendment]

2. In the caption of § 601.603 *Blue Federal airway No. 3 control areas (Miami, Fla., to Sault Ste. Marie, Mich.)* delete "*(Miami, Fla., to Sault Ste. Marie, Mich.)*." and substitute therefor "*(Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.)*."

§ 601.4603 [Amendment]

3. In the caption of § 601.4603 *Blue Federal airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.)* delete "*(Miami, Fla., to Sault Ste. Marie, Mich.)*." and substitute therefor "*(Miami, Fla., to Tallahassee, Fla.; Kokomo, Ind., to Sault Ste. Marie, Mich.)*."

These amendments shall become effective 0001 e.s.t. November 19, 1959.

(Secs. 307(a) and 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on September 25, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-8198; Filed, Sept. 30, 1959; 8:46 a.m.]

[Airspace Docket No. 59-WA-199]

[Amdt. 61]

PART 601—DESIGNATION OF THE CONTINENTAL CONTROL AREA, CONTROL AREAS, CONTROL ZONES, REPORTING POINTS, AND POSITIVE CONTROL ROUTE SEGMENTS

Revocation of Control Area Extension; Modification of Control Zone

The purpose of this amendment to Part 601 of the regulations of the Administrator is to revoke the Dothan, Ala., control area extension and to modify the Dothan, Ala., control zone by revoking the southwest extension.

The Dothan, Ala., control area extension is presently designated to include that airspace within five miles either side of the northeast course of the Dothan radio range station, from the station to a point 25 miles northeast. This control area extension was established to provide controlled airspace for aircraft executing missed approach procedures on the Dothan radio range. The Dothan radio range is scheduled for decommissioning November 19, 1959. This will cancel the radio range ap-

proach procedures at Dothan and thus eliminate further need for the control area extension. Decommissioning of the Dothan radio range station will also eliminate further need for the Dothan control zone extension which was established to provide controlled airspace for aircraft making standard instrument approaches on the Dothan radio range station. The Dothan, Ala., control zone is presently designated to include that airspace within a five mile radius of the Dothan Airport with an extension to the southwest, based on the southwest course of the Dothan radio range station. The Dothan control zone is being redescribed to eliminate the southwest extension.

Since this amendment reduces a burden on the public, compliance with the Notice, public procedure, and effective date requirements of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (24 F.R. 4530) Part 601, § 601.2141 (14 CFR, 1958 Supp., Part 601, § 601.2141, 23 F.R. 10341) is amended as follows:

§ 601.1221 [Revocation]

1. Section 601.1221 *Control area extension (Dothan, Ala.)* is revoked.

2. Section 601.2141 is amended to read:

§ 601.2141 Dothan, Ala., control zone.

Within a five mile radius of the Dothan Airport.

This amendment shall become effective 0001 e.s.t. November 19, 1959.

(Secs. 307(a) and 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on September 25, 1959.

D. D. THOMAS,
Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-8197; Filed, Sept. 30, 1959; 8:46 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 7428 c.o.]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

Samuel Saresky et al.

Subpart—*Furnishing means and instrumentalities of misrepresentation or deception:* § 13.1056 *Preticketing merchandise misleadingly.* Subpart—*Misbranding or mislabeling:* § 13.1280 *Price.* Subpart—*Misrepresenting oneself and goods*—Prices: § 13.1811 *Fictitious preticketing.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended: 15 U.S.C. 45) [Cease and desist order, Samuel Saresky et al. doing business as Robinson Knife Company, New York and Springville, N.Y., Docket 7428, August 12, 1959]

In the Matter of Samuel Saresky, Elliot Wagner, Roye Goodrich, David Skerker, and Bernard Skerker, Individually and as co-partners Trading and Doing Business as Robinson Knife Company

This proceeding was heard by a hearing examiner on the complaint of the Commission charging manufacturers in Springville, N.Y., with representing that greatly exaggerated prices were the regular retail prices by attaching to their cutlery, and furnishing to their purchasers for attachment, tags bearing fictitious prices, and by causing such prices to be stamped on the packaging cartons of the merchandise.

After acceptance of an agreement providing for entry of a consent order, the hearing examiner made his initial decision and order to cease and desist which became on August 12, 1959, the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That the respondents Samuel Saresky, Elliot Wagner, Roye Goodrich, David Skerker and Bernard Skerker, individually and as co-partners trading and doing business as Robinson Knife Company, or under any other name, and respondents' agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution of cutlery, or any other products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from directly or indirectly:

1. Representing, by preticketing or in any other manner, that a certain amount is the retail price of merchandise when said amount is in excess of the price at which said merchandise is customarily and usually sold at retail.

2. Furnishing any means or instrumentality to others by and through which they may mislead the public as to the usual and customary prices of respondents' products.

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

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

Issued: August 12, 1959.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 59-8205; Filed, Sept. 30, 1959; 8:47 a.m.]

Title 50—WILDLIFE

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

PART 31—PACIFIC REGIO..

Subpart—Deer Flat National Wildlife Refuge, Idaho

HUNTING

Basis and purpose. Pursuant to the authority conferred upon the Secretary of the Interior by section 10 of the Migratory Bird Conservation Act of February 18, 1929 (45 Stat. 1224; 16 U.S.C. 715i), as amended and supplemented, and acting in accordance with the authority delegated to me by Commissioner's Order No. 4 (22 F.R. 8126), I have determined that the annual hunting of pheasants on the Deer Flat National Wildlife Refuge, Idaho, would be consistent with the management of the refuge.

By Notice of Proposed Rule Making published in the FEDERAL REGISTER of August 8, 1959 (24 F.R. 6392), the public was invited to participate in the adoption of a proposed regulation (conforming substantially with the rule set forth below) which would permit the annual hunting of pheasants on the Deer Flat National Wildlife Refuge by submitting written data, views, or arguments to the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C., within a period of 30 days from the date of publication. No comments, suggestions, or objections having been received within the 30-day period, the regulations constituting Part 31 are amended by adding § 31.101 to Subpart—Deer Flat National Wildlife Refuge, Idaho, as follows:

§ 31.101 Pheasant hunting permitted.

Subject to compliance with the provisions of Parts 18 and 21 of this chapter, pheasant hunting is permitted on the hereinafter described lands of the Deer Flat National Wildlife Refuge, Idaho, subject to the following conditions, restrictions, and requirements:

(a) *State laws.* Strict compliance with all applicable State laws and regulations is required.

(b) *Checking stations.* Hunters, upon entering or leaving the hunting area, shall report at such checking stations as may be established for the purpose of regulating the hunting.

(c) *Dogs.* Hunting dogs, not to exceed two per hunter, may be used for the purpose of hunting and retrieving, but such dogs shall not be permitted to run at large on the refuge.

(d) *Areas open to hunting.* The following areas designated by suitable posting by the refuge officer in charge shall be open to hunting.

Area A. Lands in that portion of the refuge already open to hunting of migratory waterfowl as described in § 31.94.

Area B. Refuge lands south of the shoreline of Lake Lowell, lying between the New York Canal and the Lower Embankment.

(e) *Seasons.* Hunting of pheasants will be permitted on Area A during the season prescribed by the Idaho Fish and Game Department.

Pheasant hunting will be permitted on Area B during the last two days only of the season as prescribed by the Idaho Fish and Game Department.

(Sec. 10, 45 Stat. 1224; 16 U.S.C. 715i)

Although it is the policy of the Department of the Interior that wherever practicable the rule making requirements of the Administrative Procedure Act (5 U.S.C. 1003) be observed voluntarily, the imminence of the pheasant hunting season in the State of Idaho makes more than the publication of the advance notice impracticable. In order to meet this emergency, this regulation shall become effective immediately upon publication in the FEDERAL REGISTER.

Issued at Washington, D.C., and dated September 25, 1959.

D. H. JANZEN,
Director, Bureau of Sport Fisheries and Wildlife.

[F.R. Doc. 59-8206; Filed, Sept. 30, 1959; 8:47 a.m.]

PART 31—PACIFIC REGION

Subpart—Medicine Lake National Wildlife Refuge, Montana

HUNTING

Basis and purpose. Pursuant to the authority conferred upon the Secretary of the Interior by section 10 of the Migratory Bird Conservation Act of February 18, 1929 (45 Stat. 1224; 16 U.S.C. 715i), as amended and supplemented, and acting in accordance with the authority delegated to me by Commissioner's Order No. 4 (22 F.R. 8126), I have determined that the annual hunting of migratory waterfowl, coots, and deer on the Medicine Lake National Wildlife Refuge, Montana, would be consistent with the management of the refuge.

By Notice of Proposed Rule Making published in the FEDERAL REGISTER of August 22, 1959 (24 F.R. 6845), the public was invited to participate in the adoption of a proposed regulation (conforming substantially with the rule set forth below) which would permit the annual hunting of migratory waterfowl, coots, and deer on the Medicine Lake National Wildlife Refuge by submitting written data, views, or arguments to the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C., within a period of 30 days from the date of publication. No comments, suggestions, or objections having been received within the 30-day period, the regulations constituting Part 31 are amended by revising §§ 31.238 and 31.239 and revoking §§ 31.240, 31.241, and 31.242 of Subpart—Medicine Lake National Wildlife Refuge, Montana, as follows:

§ 31.238 Hunting of migratory waterfowl and coots permitted.

Subject to compliance with the provisions of Parts 6, 18, and 21 of this chapter, the hunting of migratory waterfowl and coots is permitted on the hereinafter described lands of the Medicine Lake National Wildlife Refuge, Montana, subject to the following conditions, restrictions, and requirements:

(a) *Hunting area.* The following described area is open to hunting of waterfowl and coots:

N½, SW¼, N½SE¼, and SW¼SE¼ Sec. 4; all north and east of County Road in Sec. 5, T. 31 N., R. 57 E., and W½ Sec. 27; all Sec. 28; all south and east of County Road in Sec. 32; all Sec. 33; and NW¼ Sec. 34, T. 32 N., R. 57 E.

(b) *State laws.* Strict compliance with all applicable State laws and regulations is required.

(c) *Dogs.* Hunting dogs, not to exceed two per hunter, may be used for the purpose of retrieving dead or wounded birds, but such dogs shall not be permitted to run at large on the public shooting grounds or elsewhere on the refuge.

(d) *Boats.* Subject to the requirements of Part 6 of this chapter, the use of boats without motors is permitted for the purpose of hunting.

(e) *State cooperation.* State cooperation may be enlisted in the regulation, management, and operation of the public hunting areas, and the State may promulgate such special regulations as may be necessary for these purposes. In the event such State regulations are issued, compliance therewith shall be a requisite to lawful entry for the purpose of hunting.

§ 31.239 Hunting of deer permitted.

Subject to compliance with the provisions of Parts 18 and 21 of this chapter, deer hunting is permitted on the hereinafter described lands of the Medicine Lake National Wildlife Refuge, Montana, subject to the following conditions, restrictions, and requirements:

(a) *State laws.* Strict compliance with all applicable State laws and regulations is required.

(b) *Dogs.* The use of dogs for hunting deer on the refuge is prohibited.

(c) *Checking stations.* Hunters, upon entering or leaving the hunting area, shall report at such checking stations as may be established for the purpose of regulating the hunting.

(d) *State cooperation.* State cooperation may be enlisted in the regulation, management, and operation of the public hunting areas, and the State may promulgate such special regulations as may be necessary for these purposes.

(e) *Hunting area.* The following described area is open to hunting during the prescribed State season:

Within T. 31 N., R. 57 E., P.M. All of Sections 17, 19, and 20 and all of that portion of Section 18 lying southwest of the County Road.

(Sec. 10, 45 Stat. 1224; 16 U.S.C. 715i)

Although it is the policy of the Department of the Interior that wherever practicable the rule making requirements of the Administrative Procedure Act (5 U.S.C. 1003) be observed voluntarily, the imminence of the migratory waterfowl, coots, and deer hunting season in the State of Montana makes more than the publication of the advance notice impracticable. In order to meet this emergency, this regulation shall become effective immediately upon publication in the FEDERAL REGISTER.

Issued at Washington, D.C., and dated September 25, 1959.

D. H. JANZEN,
Director, Bureau of Sport Fisheries and Wildlife.

[F.R. Doc. 59-8207; Filed, Sept. 30, 1959; 8:47 a.m.]

PART 31—PACIFIC REGION

Subpart—Willapa National Wildlife Refuge, Washington

HUNTING

Basis and purpose. Pursuant to the authority conferred upon the Secretary of the Interior by section 10 of the Migratory Bird Conservation Act of February 18, 1929 (45 Stat. 1224; 16 U.S.C. 715i), as amended and supplemented, and acting in accordance with the authority delegated to me by Commissioner's Order No. 4 (22 F.R. 8126), I have determined that the annual hunting of deer, bear, raccoon, and bobcats on the Willapa National Wildlife Refuge, Washington, would be consistent with the management of the refuge.

By Notice of Proposed Rule Making published in the FEDERAL REGISTER of August 8, 1959 (24 F.R. 6392), the public was invited to participate in the adoption of a proposed regulation (conforming substantially with the rule set forth below) which would permit the annual hunting of deer, bear, raccoon, and bobcats on the Willapa National Wildlife Refuge by submitting written data, views, or arguments to the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C., within a period of 30 days from the date of publication. No comments, suggestions, or objections having been received within the 30-day period, the regulations constituting Part 31 are amended by adding § 31.362 to Subpart—Willapa National Wildlife Refuge, Washington, as follows:

§ 31.362 Hunting of deer, bear, raccoon, and bobcats.

Subject to compliance with the provisions of Parts 18 and 21 of this chapter, deer, bear, raccoon, and bobcat hunting is permitted annually on the hereinafter described lands of the Willapa National Wildlife Refuge, Washington, subject to the following conditions, restrictions, and requirements:

(a) *State laws.* Strict compliance with all applicable State laws and regulations is required.

(b) *Area.* Hunting is permitted only on that portion of the Willapa National Wildlife Refuge, Washington, designated as Long Island.

(c) *Hunting methods.* Hunting is permitted by bow and arrow only; all equipment must comply with the standards required by State law. The possession or use of firearms on the refuge is prohibited. Dogs are not permitted for hunting.

(d) *Checking stations.* Hunters, upon entering or leaving the hunting area, will be required to report at such checking stations as may be established for this purpose.

(e) *Season.* Hunting of deer, bear, raccoon, and bobcat will be permitted only during the archery season for deer as prescribed by the State of Washington Fish and Game Commission.

(Sec. 10, 45 Stat. 1224; 16 U.S.C. 715i)

Although it is the policy of the Department of the Interior that wherever practicable the rule making requirements of the Administrative Procedure Act (5 U.S.C. 1003) be observed voluntarily, the imminence of the deer, bear, raccoon, and bobcat hunting season in the State of Washington makes more than the publication of the advance notice impracticable. In order to meet this emergency, this regulation shall become effective immediately upon publication in the FEDERAL REGISTER.

Issued at Washington, D.C., and dated September 25, 1959.

D. H. JANZEN,
Director, Bureau of Sport Fisheries and Wildlife.

[F.R. Doc. 59-8209; Filed, Sept. 30, 1959; 8:48 a.m.]

PART 35—NORTHEASTERN REGION

Subpart—Missisquoi National Wildlife Refuge, Vermont

HUNTING

Basis and purpose. Pursuant to the authority conferred upon the Secretary of the Interior by section 10 of the Migratory Bird Conservation Act of February 18, 1929 (45 Stat. 1224; 16 U.S.C. 715i), as amended and supplemented, and acting in accordance with the authority delegated to me by Commissioner's Order No. 4 (22 F.R. 8126), I have determined that a change in the waterfowl hunting area on the Missisquoi National Wildlife Refuge, Vermont, would be consistent with the management of the refuge.

By Notice of Proposed Rule Making published in the FEDERAL REGISTER of August 22, 1959 (24 F.R. 6845), the public was invited to participate in the amendment of the existing regulations which would revise the waterfowl hunting area on the Missisquoi National Wildlife Refuge (conforming substantially with the rule set forth below) by submitting written data, views, or arguments to the Director, Bureau of Sport Fisheries and Wildlife, Washington 25, D.C., within a period of 30 days from the date of publication. No comments, suggestions, or objections having been received within the 30-day period, the regulations constituting Part 35 are amended by revising paragraph (a) of § 35.51 to Subpart—Missisquoi National Wildlife Refuge, Vermont, as follows:

§ 35.51 Hunting of migratory game birds permitted.

* * * * *

(a) *Hunting area.* The following described area is open to hunting: All of the lands, marshes, and waters of the Missisquoi National Wildlife Refuge lying northerly of a line from the main channel of the Missisquoi River to Martindale Point following the Martindale Point Refuge road and its projection to Martindale Point as posted. Area includes entire neck and Shad Island.

(Sec. 10, 45 Stat. 1224; 16 U.S.C. 715i)

Although it is the policy of the Department of the Interior that wherever practicable the rule making requirements of the Administrative Procedure Act (5 U.S.C. 1003) be observed voluntarily, the imminence of the migratory game bird hunting season in the State of Vermont makes more than the publication of the advance notice impracticable. In order to meet this emergency, this amendment to the regulation shall become effective immediately upon publication in the FEDERAL REGISTER.

Issued at Washington, D.C., and dated September 25, 1959.

D. H. JANZEN,
Director, Bureau of Sport Fisheries and Wildlife.

[F.R. Doc. 59-8208; Filed, Sept. 30, 1959; 8:47 a.m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 55]

GRADING AND INSPECTION OF EGG PRODUCTS

Notice of Proposed Rule Making

Notice is hereby given that the United States Department of Agriculture is considering an amendment to the Regulations Governing the Grading and Inspection of Egg Products under authority contained in the Agricultural Marketing Act of 1946 (60 Stat. 1087; 7 U.S.C. 1621 et seq.).

The proposed amendment changes the basis of charging for appeal inspections, prohibits the reuse of egg products containers which bear official identification unless the marks are obliterated; and a clarification amendment to the provisions relating to laboratory tests which are made when frozen egg products other than those produced in official plants are inspected.

All persons who desire to submit written data, views or arguments in connection with the proposed amendment should file the same, in triplicate, with the Chief of the Standardization and Marketing Practices Branch, Poultry Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than 15 days following publication of this notice in the FEDERAL REGISTER.

The proposed amendment is as follows:

1. Add a new § 55.32 to read:

§ 55.32 Report of violations.

Each grader, inspector, and sampler shall report, in the manner prescribed by the Administrator, all violations and noncompliance under the Act and this part of which such grader, inspector, or sampler has knowledge.

2. Change § 55.41 to read:

§ 55.41 Products not eligible for official identification.

Egg products which are prepared in nonofficial plants shall not be officially identified. However, such products may be inspected organoleptically and by laboratory analyses and covering certificates issued setting forth the results of the inspection. Such certificates shall apply only to samples examined and shall include a statement that the product was produced in a nonofficial plant. Frozen whole eggs will be drilled and examined organoleptically and if the product appears to be satisfactory, samples will be taken for laboratory analyses. The samples shall be examined for direct microscopic bacteria count and for the presence of acetic and lactic acid. Frozen whole eggs shall be considered unsatisfactory if they contain acetic acid in any measurable quantity or if they contain lactic acid in excess of 7 milligrams per 100 grams of egg in combination with a direct microscopic bacteria count of 5,000,000 or more per gram of egg.

3. Add a new § 55.33 to read:

§ 55.33 Reuse of containers bearing official identification prohibited.

The reuse, by any person, of containers bearing official identification is prohibited. Such containers may be reused if, prior to reuse, the official identification is removed, defaced, or obliterated.

4. Change § 55.62 to read:

§ 55.62 Fees for appeal grading.

The fees charged for any appeal grading shall be based on the time required to perform such appeal grading and the travel of each sampler, grader or inspector at the rate of $5.00 per hour for the time actually required.

(Sec. 205, 60 Stat. 1090, as amended; 7 U.S.C. 1624; 19 F.R. 74)

Issued at Washington, D.C., this 24th day of September 1959.

F. R. BURKE,
Acting Deputy Administrator,
Agricultural Marketing Service.

[F.R. Doc. 59-8218; Filed, Sept. 30, 1959; 8:49 a.m.]

Agricultural Research Service

[9 CFR Part 92]

IMPORTATION OF CERTAIN ANIMALS AND POULTRY AND CERTAIN ANIMAL AND POULTRY PRODUCTS

Notice of Proposed Rule Making

Notice is hereby given, in accordance with section 4 of the Administrative Procedure Act (5 U.S.C. 1003), that the Agricultural Research Service, pursuant to sections 6, 7, 8, and 10 of the Act approved August 30, 1890, as amended (21 U.S.C. 102–105), section 2 of the Act approved February 2, 1903, as amended (21 U.S.C. 111) and section 306 of the Act approved June 17, 1930, as amended (19 U.S.C. 1306), proposes to amend the regulations governing the importation of certain animals and poultry and certain animal and poultry products in 9 CFR Part 92, as follows:

1. Section 92.3 would be amended by deleting paragraphs (a), (b) and (c) and substituting therefor the following:

§ 92.3 Ports designated for the importation of animals.

The following ports are hereby designated as quarantine stations and all animals shall be entered through said stations subject to applicable provisions in this part and in the import permits if required under this part. However, entry at some of these ports may be denied by the port inspector if the facilities available at the port are not adequate for proper handling and restraint of the animals in the particular importation. Most of the designated ports have inspection service provided eight hours per day Mondays through Fridays, except holidays. At some of these ports inspection service is limited to certain hours of the day and to certain days of the week.

(a) *Ocean ports.* Boston, Massachusetts; New York, New York; Baltimore, Maryland; Jacksonville, Miami and Tampa, Florida; San Juan, Puerto Rico; New Orleans, Louisiana; Galveston, Texas; San Diego, Los Angeles and San Francisco, California; Portland, Oregon; Tacoma and Seattle, Washington; and Honolulu, Hawaii.

(b) *Air ports*—(1) *Transatlantic* New York (Idlewild International), New York; and Baltimore (Friendship International), Maryland.

(2) *Transcaribbean.* Miami (Miami International) and St. Petersburg (Pinellas International), Florida; San Juan (Puerto Rico International), Puerto Rico; New Orleans (Moisant International), Louisiana.

(3) *Transpacific.* Los Angeles (Los Angeles International) and San Francisco (San Francisco International), California; Honolulu (Honolulu International), Hawaii; and Seattle (Seattle-Tacoma International), Washington.

(c) *Land boundary ports.* (Shipments limited to importation by highway or rail or both as indicated by initial):

(1) *Canadian border ports.* Calais (H), Vanceboro (R), Houlton (H), Bridgewater (H), Fort Kent (H), and Jackman (H), Maine; Beecher Falls (H), Norton (H), Derby Line (H), Newport (R), North Troy (H), Richford (H), Highgate Springs (H), and St. Albans (R), Vermont; Rouses Point (R), Champlain (H), Chateaugay (H), Fort Covington (H), Hogansburg (H), Rooseveltown (H), Ogdensburg (H), Thousand Islands Bridge (H), and Buffalo (HR), New York; Detroit, (HR), Port Huron (HR), and Sault Ste. Marie (H), Michigan; Noyes (HR), Minnesota; Pembina (HR) and Portal (HR), North Dakota; Sweetgrass (HR), Montana; Eastport (HR), Idaho; Spokane (R), Oroville (H), Nighthawk (H), Sumas (HR) and Blaine (HR), Washington.

(2) *Mexican border ports.* Brownsville (HR), Hidalgo (H), Laredo (HR), Eagle Pass (HR), Del Rio (H), Presidio (HR), and El Paso (HR), Texas; Columbus (H) and Antelope Wells (H), New Mexico; Douglas (H), Naco (H), Nogales (HR) and Sasabe (H), Arizona; Calexico (H) and San Ysidro (H), California.

§ 92.4 [Amendment]

2. Section 92.4(c)(3) would be amended by adding the following sentence to item 4 of the agreement as set forth in said subparagraph (3): "Before release from quarantine said animals shall be individually identified by tattoo or other permanent identification."

3. Section 92.19 would be amended to read:

§ 92.19 Declaration for animals and for animal semen.

For all animals and animal semen offered for importation from Canada the importer or his agent shall present two copies of a declaration identifying the shipment, stating the purpose for which said animals or animal semen is to be imported and listing the name of the person to whom the animals or animal semen will be delivered and the location of the place to which such delivery will be made. The original declaration shall be for the Collector of Customs, and the copy shall be for the veterinary inspector at the port of entry. Import permits are not required by this part for such animals.

Any person who wishes to submit written data, views or arguments concerning the proposed amendments may do so by filing them with the Director of the Animal Inspection and Quarantine Division, Agricultural Research Service, United States Department of Agriculture, Washington 25, D.C., on or before October 30, 1959.

Done at Washington, D.C., this 28th day of September 1959.

M. R. CLARKSON,
Acting Administrator.

[F.R. Doc. 59-8238; Filed, Sept. 30, 1959; 8:51 a.m.]

Commodity Stabilization Service

[7 CFR Part 722]

1960 CROP OF EXTRA LONG STAPLE COTTON

Marketing Quota; Allotments; Referendum

Notice of determinations to be made with respect to a national marketing quota; national, state and county allotments; fixing of a date for holding a referendum; and formulation of regulations pertaining to acreage allotments.

Pursuant to the authority contained in the Agricultural Adjustment Act of 1938, as amended (hereinafter referred to as the "act") (52 Stat. 31, as amended; 7 U.S.C. 1281 et seq.), the Secretary of Agriculture is preparing to determine as soon as practicable whether a national marketing quota is required to be proclaimed for the 1960 crop of extra long staple cotton (hereinafter referred to as "ELS cotton"). If such quota is required, the Secretary will also determine and proclaim the amount of the quota and the amount of the national allotment for the 1960 crop of ELS cotton and will issue regulations pertaining to acreage allotments for such cotton.

Section 347(b) of the act provides that whenever during any calendar year, not later than October 15, the Secretary determines that the total supply of ELS cotton for the marketing year beginning in such calendar year will exceed the normal supply for such marketing year by more than 8 per centum the Secretary shall proclaim such fact and a national marketing quota shall be in effect for the crop of ELS cotton produced in the next calendar year. It further provides that the Secretary shall determine and specify in such proclamation the amount of the national marketing quota in terms of the number of bales adequate to make available a normal supply of ELS cotton taking into account (1) the estimated carryover at the beginning of the marketing year which begins in the next calendar year, and (2) the estimated imports during such marketing year. The national marketing quota for 1960 cannot be less than the larger of (1) 30,000 bales, (2) a number of bales equal to 30 per centum of the estimated domestic consumption plus exports of ELS cotton for the marketing year beginning in the calendar year in which such quota is proclaimed or (3) 90 per centum of the 1959 marketing quota for ELS cotton.

In order that the Agricultural Stabilization and Conservation State and county committees may properly perform their functions in connection with allotments for the 1960 crop of ELS cotton, it will be necessary to issue any such proclamation and to determine the national, State and county allotments as soon as practicable.

As defined in section 301 of the act, for purposes of the determinations provided for in section 347(b) of the act, "total supply" of ELS cotton for any marketing year is the carryover at the beginning of such marketing year, plus the estimated production of ELS cotton in the United States during the calendar year

in which such marketing year begins, and the estimated imports of ELS cotton into the United States during such marketing year; "carryover" of ELS cotton for any marketing year is the quantity of ELS cotton on hand in the United States at the beginning of such marketing year not including any part of the crop which was produced in the United States during the calendar year then current nor any Government stocks of ELS cotton acquired pursuant to, or under the authority of, the Strategic and Critical Materials Stockpiling Act; "normal supply" of ELS cotton for any marketing year is the estimated domestic consumption of ELS cotton for the marketing year for which such normal supply is being determined, plus the estimated exports of ELS cotton for such marketing year, plus 30 per centum of such consumption and exports as an allowance for carryover; and "marketing year" for ELS cotton is the period August 1–July 31. For purposes of the supply determinations required to be made under section 347(b) of the act, the term "ELS cotton" refers to all American-Egyptian, Sea Island and Sealand cotton (both the continental United States and Puerto Rico), and to all similar types of cotton imported from Egypt, Anglo-Egyptian Sudan, and Peru.

Section 344(a) of the act provides that whenever a national marketing quota is proclaimed, the Secretary shall determine and proclaim a national allotment for the crop of ELS cotton to be produced in the next calendar year. The national allotment for ELS cotton for 1960 is that acreage, based upon the national average yield per acre of ELS cotton for the four years 1955, 1956, 1957, and 1958, which is required to make available from such crop an amount of ELS cotton equal to the national marketing quota.

If a national allotment is proclaimed for the 1960 crop of ELS cotton, such allotment will be apportioned among the States, as provided by section 344(b) of the act, on the basis of the acreage planted to ELS cotton during the 5 calendar years 1954, 1955, 1956, 1957, and 1958 with adjustments during such period as provided under the act, the Soil Bank provisions of the Agricultural Act of 1956 (70 Stat. 188; 7 U.S.C. 1801 et seq.) and the Great Plains Conservation Program provisions of the Soil Conservation and Domestic Allotment Act, as amended (16 U.S.C. 590p(b)).

The regulations which the Secretary will issue pertaining to acreage allotments for the 1960 crop of ELS cotton will be substantially the same as those issued for the 1959 crop and will provide for approval by the Secretary and publication thereof in the FEDERAL REGISTER of State and county allotments and State and county reserves. However, consideration is being given to a broadened condition of eligibility for a new cotton farm allotment that the farm is the only farm which is owned or operated by the farm operator or farm owner for which a cotton allotment is established for 1960. A similar condition of eligibility in previous years was limited to the county in which the new farm is located.

In addition, various changes in the regulations will be made to implement Public Law 86–172 (73 Stat. 393, approved August 18, 1959) which amended the act with respect to preservation of acreage history, reallocation of unused cotton allotments and other miscellaneous provisions.

Public Law 86–172 amends section 344 (f)(8) of the act to provide that the Secretary shall, if allotments were in effect the preceding year, provide for the county allotment for the 1960 crop of cotton to be apportioned to farms on the basis of the farm allotment for 1959, adjusted as may be necessary for any change in the acreage of cropland available for the production of cotton or to meet the requirements of any provision of the act (other than section 344(f) (2) and (6)) with respect to the counting of acreage for history purposes. Accordingly, farm allotments will be established pursuant to the method in section 344(f) (8) of the act in all counties.

Section 343 of the act provides that not later than December 15 following the issuance of the proclamation of the national marketing quota, the Secretary shall conduct a referendum by secret ballot, of farmers engaged in the production of ELS cotton in the calendar year in which the referendum is held, to determine whether such farmers are in favor of or opposed to the quota so proclaimed. If a quota is proclaimed for the 1960 crop of ELS cotton, it is expected that the Secretary will set December 15, 1959, for holding the ELS cotton referendum. Section 362 of the act provides that notice of the farm allotment established for each farm shown by the records of the county committee to be entitled to such allotment shall, insofar as practicable, be mailed to the farm operator in sufficient time to be received prior to the date of the referendum.

Prior to making any of the foregoing determinations with respect to the national marketing quota, the national allotment, the apportionment of the national allotment to the States and the State allotments to the counties, fixing a date for holding a referendum, and the formulation of regulations pertaining to acreage allotments for the 1960 crop of ELS cotton, consideration will be given to any data, views, and recommendations pertaining thereto which are submitted in writing to the Director, Cotton Division, Commodity Stabilization Service, United States Department of Agriculture, Washington 25, D.C., within 10 days following the publication of this notice in the FEDERAL REGISTER. The date of the postmark will be considered as the date of any submission.

Issued at Washington, D.C., this 25th day of September 1959.

WALTER C. BERGER,
Administrator,
Commodity Stabilization Service.

[F.R. Doc. 59-8239; Filed, Sept. 30, 1959; 8:51 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[25 CFR Part 221]

OPERATION AND MAINTENANCE CHARGES

Ahtanum Indian Irrigation Project, Washington

Pursuant to section 4(2) of the Administrative Procedure Act of June 11, 1946 (60 Stat. 238; U.S.C. 1001) and pursuant to the Acts of August 11, 1914 and March 7, 1928 (38 Stat. 583, 45 Stat. 210; U.S.C. 25, 385, 387) and by virtue of authority delegated by the Commissioner of Indian Affairs to the undersigned Area Director, Portland Area Office, Portland, Oregon by order No. 551, Amendment No. 1, approved June 5, 1951 (16 F.R. 3456-3457), a notice is hereby given of intention to modify § 221.1 *Charges,* Title 25, Code of Federal Regulations, dealing with the operation and maintenance assessments against the area benefited by the irrigation systems on the Ahtanum Indian Irrigation Project, Yakima Indian Reservation, Washington, as follows:

By increasing the operation and maintenance assessments to $2.75 per acre per annum for each acre of land included in the designation of the project as filed in the FEDERAL REGISTER, Volume 22 Number 37, Part 216, dated February 22, 1957, page 1088. (Title 25, Part 216, Reimbursement of Construction Cost, Ahtanum Unit, Wapato Indian Irrigation Project, Washington, § 216.1 *Construction cost and Assessable acreage,* page 272.)

Interested parties are hereby given opportunity to participate in preparing the proposed amendment by submitting their views and data or arguments in writing to Don C. Foster, Area Director, Bureau of Indian Affairs, Post Office Box 4097, Portland 8, Oregon, within 30 days from the date of publication of this notice of intention in the daily issue of the FEDERAL REGISTER.

PERRY E. SKARRA,
Acting Area Director.

[F.R. Doc. 59-8210; Filed, Sept. 30, 1959; 8:48 a.m.]

NOTICES

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 24, 1959.

The Secretary of the United States Department of Agriculture has filed an application, Serial Number Sacramento 058318, for the withdrawal of the lands described below, from location and entry under the general mining laws, subject to existing valid claims. The applicant desires the land for use as the Hobo Hot Springs Administrative Site and Public Service Site.

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

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

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

The lands involved in the application are:

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 27 S., R. 32 E.,
Sec. 15: NE¼SW¼SW¼, SE¼SW¼, W½SW¼SE¼, NE¼SW¼SE¼.

The above-described area totals 80 acres in the Sequoia National Forest.

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

[F.R. Doc. 59-8211; Filed, Sept. 30, 1959; 8:48 a.m.]

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 24, 1959.

The United States Department of Agriculture, Forest Service, has filed an application, Serial Number Sacramento 057456, for the withdrawal of the lands described below, from location and entry under the general mining laws, subject to existing valid claims. The applicant desires the land for use as an administrative site.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, California Fruit Building, Room 1000, 4th and J Streets, Sacramento 14, California.

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

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

The lands involved in the application are:

MOUNT DIABLO MERIDIAN, CALIFORNIA

ELDORADO NATIONAL FOREST

Badger Hill Administrative Site

T. 11 N., R. 12 E.,
Sec. 27: E½SW¼NW¼, NW¼SW¼;
Sec. 28: E½NE¼SE¼, E½W½NE¼SE¼, SE¼SE¼.

The above-described area totals 130 acres.

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

[F.R. Doc. 59-8212; Filed, Sept. 30, 1959; 8:48 a.m.]

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 23, 1959.

The Bureau of Reclamation, United States Department of the Interior has filed an application, Serial Number Sacramento 058127, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the general mining laws and the mineral leasing laws. The applicant desires the land for the construction of various road relocations, reservoirs, access roads, and material sites, and for subsequent operation and management of the Trinity River Division, Central Valley Project, California.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, California Fruit Building, Room 1000, 4th and J Streets, Sacramento 14, California.

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

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

The lands involved in the application are:

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 35 N., R. 7 W.,
Sec. 2: SE¼.
T. 36 N., R. 7 W.,
Sec. 1: NE¼SW¼NE¼, W½SE¼SW¼NE¼.
T. 37 N., R. 7 W.,
Sec. 36: S½NW¼, SW¼.
T. 33 N., R. 8 W.,
Sec. 17: NW¼NW¼, SW¼NW¼, W½SE¼NW¼;
Sec. 18: NE¼SE¼NE¼, E½NE¼NW¼;
Sec. 19: S½NW¼NE¼.
T. 34 N., R. 8 W.,
Sec. 6: Lots 1, 5, 6, and 7, S½NE¼, E½SW¼, SE¼.
T. 35 N., R. 8 W.,
Sec. 16: W½NE¼, NE¼SW¼;
Sec. 27: SE¼SW¼;
Sec. 34: NW¼SW¼.

The area described totals approximately 1,248.81 acres.

The lands described above in Townships 35, 36, and 37 N., R. 7 W., M.D.M., are within the Shasta National Forest, and the lands described above in Townships 34 and 35 N., R. 8 W., M.D.M., are within the Trinity National Forest. The lands described above in T. 33 N., R. 8 W., M.D.M., are public lands not within a national forest.

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

[F.R. Doc. 59-8213; Filed, Sept. 30, 1959; 8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Forest Service

ASSISTANT CHIEF

Delegation of Authority To Exercise Certain Functions

Pursuant to the authority delegated by the Secretary of Agriculture to the Chief of the Forest Service by sections 116 and 300 of the Delegations of Authority and Assignment of Functions dated December 24, 1953, effective January 2, 1954 (19 F.R. 74), made pursuant to Reorganization Plan No. 2 of 1953 and other authorizations, section 1 of the delegation of authority to the Assistant Chief of the Forest Service in charge of National Forest Protection and Development dated May 1, 1959 (24 F.R. 3767-3768), is hereby amended and supplemented by adding the following new subsection:

(9) All functions incident to the exchange of lands under the act approved March 20, 1922 (42 Stat. 465, as amended, 16 U.S.C. 485), and similar acts authorizing the exchange of national forest lands reserved from the public domain.

Done at Washington, D.C., this 22d day of September 1959.

[SEAL] RICHARD E. MCARDLE,
Chief,
Forest Service.

[F.R. Doc. 59-8219; Filed, Sept. 30, 1959; 8:49 a.m.]

DEPARTMENT OF COMMERCE

Office of the Secretary

CLARENCE BLUMOEHR

Statement of Changes in Financial Interests

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

A. Deletions: No change.
B. Additions: No change.

This statement is made as of September 22, 1959.

CLARENCE BLUMOEHR.

SEPTEMBER 22, 1959.

[F.R. Doc. 59-8221; Filed, Sept. 30, 1959; 8:49 a.m.]

CURT L. OHEIM

Statement of Changes in Financial Interests

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

A. Deletions: Crane Company.
B. Additions: No change.

This statement is made as of September 19, 1959.

CURT L. OHEIM.

SEPTEMBER 19, 1959.

[F.R. Doc. 59-8222; Filed, Sept. 30, 1959; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 13201, 13202; FCC 59-995]

EXECUTIVE AND PROFESSIONAL SERVICES AND POCKET PHONE BROADCAST SERVICE, INC.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re application of Ruth and Seymour H. Chervinsky, d/b as Executive and Professional Services, Docket No. 13201, File No. 140-C2-P-59, for a construction permit to establish a new one-way signaling service in the Domestic Public Land Mobile Radio Service at Jersey City, New Jersey; in re application of Pocket Phone Broadcast Service, Inc., Docket No. 13202, File No. 455-C2-P-59, for a construction permit to establish a new one-way signaling service in the Domestic Public Land Mobile Radio Service at New York, New York.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 23d day of September 1959;

The Commission having under consideration the above-entitled applications for authorizations in the Domestic Public Land Mobile Radio Service at Jersey City, New Jersey, and New York, New York, respectively; and

It appearing that operation of the proposed facilities on a co-channel basis would result in harmful interference between them; and

It further appearing that operation of either of the above captioned facilities co-channel with existing stations in the Domestic Public Land Mobile Radio Service at Allentown, Pennsylvania and Danbury, Connecticut may result in harmful interference between them; and

It further appearing that satisfactory one-way signaling service requires a minimum radio signal field strength ratio of 5 to 1 (14 decibels) between desired and undesired co-channel stations; and

It further appearing that § 21.504 of our rules prescribes a median field strength contour of 43 decibels above one microvolt per meter as the limit of reliable service area for stations engaged in one-way signaling service; and

It further appearing that the 43 dbu median field strength set forth in § 21.504 is based upon the Commission's report T.R.R. 3.3.1, entitled "Service Field Intensity Required for Radio Paging Service at 40 Mc/s"; and

It further appearing that the procedure set forth in a Commission Report No. T.R.R. 4.3.8, entitled "A Summary of the Technical Factors Affecting the Allocation of Land Mobile Facilities in the 152 to 158 Megacycle Band", and use of the F(50,50) and F(50,10) radio wave propagation charts for TV channel 2 (contained in Part 3 of the Commission's rules and the Commission's sixth Report and Order in Docket Nos. 8736, et al.) adjusted downward in field strength by 6 decibels, to compensate for the change in receiving antenna height to 6 feet above ground in lieu of the 30 foot height for which the charts were drawn, are proper for evaluation of the service contours and interference potential of the stations proposed in this proceeding; and

It further appearing that in accordance with § 21.100 of the Commission's rules, each frequency available for assignment in the Domestic Public Land Mobile Radio Service is normally assigned exclusively to a single applicant in any service area in order to permit the rendition of service on an interference-free basis; and

It further appearing that the Commission has advised each of the above entitled applicants, and all other known parties in interest, by letters dated September 17, 1958, and February 17, 1959, pursuant to the provisions of section 309(b) of the Communications Act of 1934, as amended, as to the reasons why such applications cannot be granted without hearing, and the replies have been received from each of the applicants and that such replies have been considered: and

It further appearing that each of the applicants herein is legally and technically qualified to be a licensee in this service; and

It further appearing that each of the respective applicants herein has challenged the other's financial qualification to be a licensee in this service and it, therefore, is desirable to fully develop such matters at the hearing hereinafter ordered;

It is ordered, That, pursuant to the provisions of section 309(b) of the Communications Act of 1934, as amended, the above-entitled applications Are Designated For Hearing In A Consolidated Proceeding at the Commission's offices in Washington, D.C. on a date to be hereafter specified, upon the following issues:

(a) To determine the financial qualifications of each applicant to construct and operate the proposed facilities.

(b) To determine, on a comparative basis, the nature and extent of the service proposed by each of the applicants, including rates, charges, practices, classifications, regulations, personnel and facilities pertaining thereto.

(c) To determine, on the basis of the engineering standards relative to the 43 dbu service contour, as set forth above, whether any harmful interference would result from simultaneous co-channel operations on the frequency 35.58 Mc by the proposed stations, and, if so, in view of the nature of the service proposed, whether such interference would be undesirable or intolerable.

(d) To determine whether there would be any harmful interference resulting from simultaneous co-channel operations on the frequency 35.58 Mc by either of the applicants herein and station KCC270 at Danbury, Connecticut and, if so, in view of the nature of the service proposed, whether such interference would be undesirable or intolerable.

(e) To determine whether there would be any harmful interference resulting from simultaneous co-channel operations on the frequency 35.58 Mc by either of the applicants herein and station KGA809 at Allentown, Pennsylvania and, if so, in view of the nature of the service proposed, whether such interference would be undesirable or intolerable.

(f) To determine the area and population which may be expected to receive service from each of the proposed stations and the need for such service in the area proposed to be served.

(g) To determine a fair, efficient and equitable distribution of the proposed Domestic Public Land Mobile Radio Service among the states and communities involved herein, in accordance with the provisions of section 307(b) of the Communications Act of 1934, as amended.

(h) To determine, in the light of the evidence adduced on the foregoing issues, which, if any, of the applications should be granted or denied.

It is further ordered, That, Radio Page Communications (station KGA809 at Allentown, Pennsylvania) and Roto-Phone Telephone Answering Service (station KCC270 at Danbury, Connecticut) are made parties intervenor to the proceedings herein, with the Allentown

licensee's participation limited to issue (e) and the Danbury licensee's participation limited to issue (d);

It is further ordered, That, the parties desiring to participate herein shall file their appearances in accordance with § 1.140 of the Commission's rules.

Released: September 28, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8226; Filed, Sept. 30, 1959; 8:50 a.m.]

[Docket Nos. 12697, 12698; FCC 59M-1259]

CONTINENTAL BROADCASTING CORP. (WHOA) AND JOSE R. MADRAZO

Order Continuing Hearing

In re applications of Continental Broadcasting Corporation (WHOA) San Juan, Puerto Rico, Docket No. 12697, File No. BP-10489; Jose R. Madrazo, Guaynabo, Puerto Rico, Docket No. 12698, File No. BP-11480; for construction permits.

The Hearing Examiner having under consideration a joint petition for continuance filed by Jose R. Madrazo and Continental Broadcasting Corporation on September 23, 1959;

It appearing that the applicants are now scheduled to exchange exhibits on September 28, 1959, and the hearing is scheduled to commence on October 5, 1959;

It further appearing that good cause has been shown and that counsel for the Broadcast Bureau has no objection to a grant of the requested continuance;

It is ordered, This 25th day of September 1959, that the joint petition for continuance is granted, the exchange date of the exhibits is continued from September 28 to October 12, 1959, and the date for hearing is continued from October 5 to October 21, 1959.

Released: September 28, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8227; Filed, Sept. 30, 1959; 8:50 a.m.]

[Docket No. 13199; FCC 59M-1251]

FANCY HANDBAGS & MODERN LEATHER MFG. CO.

Order Scheduling Hearing

In the matter of cease and desist order to be directed to Jerome Stein and Harry Stein d/b as Fancy Handbags & Modern Leather Mfg. Co., 33 Bleecker Street, New York 12, New York, Docket No. 13199.

It is ordered, This 25th day of September 1959, that James D. Cunningham will preside at the hearing in the above-entitled proceeding which is scheduled to commence on October 29, 1959, in New York, New York.

Released: September 25, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8228; Filed, Sept. 30, 1959; 8:50 a.m.]

[Docket No. 12787, etc.; FCC 59-975]

WALTER L. FOLLMER ET AL.

Memorandum Opinion and Order Amending Issues

In re applications of Walter L. Follmer, Hamilton, Ohio, Docket No. 12787, File No. BP-11323; Interstate Broadcasting Company, Inc. (WQXR), New York, New York, Docket No. 12790, File No. BP-11707; Booth Broadcasting Company (WTOD), Toledo, Ohio, Docket No. 12793, File No. BP-12035; for construction permits.

1. The Commission has before it for consideration (1) a petition to enlarge issues, filed March 30, 1959, by Interstate Broadcasting Company, Inc. (Interstate); (2) an opposition to the petition, filed April 13, 1959, by Booth Broadcasting Company et al., (Booth); (3) a reply to the petition, filed April 13, 1959, by the Commission's Broadcast Bureau (Bureau); (4) an opposition to the petition, filed April 13, 1959, by E. Weaks McKinney-Smith (McKinney-Smith); (5) Interstate's reply, filed April 15, 1959, to the oppositions of Booth and McKinney-Smith.

2. Interstate, licensee of standard broadcast station WQXR, New York City, operating on 1560 kc, has applied for a permit to change its directional antenna pattern. By Commission Order released March 10, 1959 (FCC 59-194), Interstate's application was designated for hearing in a consolidated proceeding with twenty-two other applications linked by mutual exclusivity and progressive interference problems. After the pleadings herein considered were filed, the Commission, by Order released May 28, 1959 (FCC 59-508), severed from this proceeding the application of Walter L. Follmer for a new standard broadcast station to operate on 1560 kc at Hamilton, Ohio; Booth's application requesting an increase in power of standard broadcast station WTOD (1560 kc) at Toledo, Ohio; and Interstate's application. By the same Order, these applications were retained in consolidated hearing to resolve the issues specified as to them, and McKinney-Smith, licensee of standard broadcast station WDXR (1560 kc, Paducah, Kentucky), Washita Broadcasting Company, licensee of standard broadcast station KWCO (1560 kc, Chickasha, Oklahoma), and Coshocton Broadcasting Company, licensee of standard broadcast station WTNS (1560 kc, Coshocton, Ohio), all of which had been named parties respondent by the Commission's Order released March 10, 1959, were severed from the original proceeding and made parties respondent to the proceeding on the severed applications.

3. Issue 1 in the above-captioned proceeding reads as follows:

> 1. To determine the areas and populations which may be expected to gain or lose primary service from the operation of Stations WQXR, WTOD and WBEE as proposed herein, and the availability of other primary service to such areas and populations.

Interstate requests that this issue be modified by adding the words "or secondary" after the word "primary" in both places in which the latter word appears in the above-quoted issue. In support of its request, Interstate states that its proposal to change the daytime directional antenna pattern of WQXR in New York City and to extend the hours of its daytime operation from local sunset at New York to local sunset at Bakersfield, California, would result in a great increase in the area and population which would receive both a primary and secondary service from WQXR. Interstate contends that because WQXR is a Class 1-B station rendering a secondary service, it is essential that all pertinent facts concerning the latter service be developed. The Bureau is in essential agreement with Interstate that the issues should be enlarged to include an inquiry into the secondary service of WQXR. However, because Issue 1, quoted above, includes two stations other than WQXR, and because the latter is the only station of the three which provides a secondary service, the Bureau opposes the requested modification of Issue 1, and proposes instead that the following new issue be added:

> 1(a). To determine the areas and populations which may be expected to gain or lose secondary service from the operation of Station WQXR as proposed, and the availability of other secondary and primary service to such areas and populations.

Interstate opposes the Bureau's proposal on the ground that it would require it to "develop evidence concerning all of the primary services available within the present and proposed secondary service areas of WQXR"; this, Interstate maintains, would impose on it "an unwarranted, unnecessary and almost insurmountable burden". Interstate disagrees with the Bureau's observation that a showing as to the gain in WQXR's secondary service would be of little significance in the absence of a showing of primary service to such areas from other stations; according to Interstate, it is a "sound presumption that there are areas in the Eastern United States that do not have primary radio service at night", and a "comparison of the secondary services available within the proposed WQXR secondary service area and their nature, character and type would, therefore, have decisional significance" in this proceeding. Interstate concludes its opposition to the Bureau's proposed issue by stating that the issue which it has proposed should be adopted.

4. So far as Interstate is concerned, the substantive effect of its proposed modification of Issue 1 is precisely the same as the Bureau's proposed Issue 1(a) coupled to present Issue 1. The effect of each of them is to require a determination of the areas and populations which may be expected to gain or lose pri-

mary or secondary service from the proposed operation of WQXR, and of the availability of other primary or secondary services to such areas and populations. The reasons for WQXR's preference for its proposed modifications of Issue 1, as against the new issue proposed by the Bureau, are therefore obscure. Contrary to the assertions made by Interstate, the Bureau's proposal would not require a determination of all of the primary service available within the present secondary service areas of WQXR; the use of the word "such" (i.e., "areas * * * which may be expected to gain or lose secondary service from the operation of Station WQXR as proposed") in the second clause of the issue proposed by the Bureau dispels any contrary conclusion.

5. McKinney-Smith opposes Interstate's request for a modification of Issue 1. It contends that a determination as to areas and populations which may be expected to gain or lose secondary service under Interstate's proposed operation cannot be made with any reasonable exactness, pointing out that the secondary service area of a Class I–B Station such as WQXR is not protected from adjacent channel interference. McKinney-Smith also makes reference to that part of § 3.182(i) of the Commission rules which states that secondary service is necessarily subject to some interference and extensive fading whereas the primary service of a station is subject to no objectionable interference or fading. McKinney-Smith also opposes the requested secondary service issue because of the problems it would present in a hearing involving twenty-three applications. As noted above, Interstate's application and two other applications have since been severed from the original proceeding, and hence McKinney-Smith's objection based on the large number of applications is no longer relevant.

6. It is our conclusion that the secondary service issue proposed by the Bureau should be added to the hearing issues. As indicated above, the effect of the Bureau's proposal, insofar as Interstate is concerned, is precisely the same as that which Interstate seeks to achieve by its proposed modification of Issue 1. As the Bureau points out, however, Interstate's proposed modification of Issue 1 is objectionable because neither WTOD nor WBEE, which are referred to in Issue 1, provides a secondary service. As to McKinney-Smith's objections to the proposed secondary service issue, it may be conceded that secondary service is not a totally satisfactory service and is not to be compared in quality or dependability with primary service. However, it is the Commission's view that evidence adduced under the issue proposed by the Bureau may be pertinent to this proceeding.

7. Interstate also requests the addition of the following issue: "To determine the type and character of the program service proposed by each of the above-entitled applications and the need therefor."

In support of its request, Interstate alleges generally that interference problems are involved in the proceeding, and that its requested programming issue should therefore be added. The Bureau's opposition, which was filed prior to the severance of Interstate's application and of two other applications from the original proceeding, is to a considerable degree based upon the complicating effects of the proposed issue in a proceeding involving twenty-three applications. Some of Booth's objections to the proposed issue rest on the same basis. To the extent that the oppositions of the Bureau and of Booth proceed from this basis, the subsequent severance of the Interstate application from the original proceeding renders further consideration of these oppositions unnecessary. McKinney-Smith opposes the requested issue on the ground that it is not sufficiently broad to encompass the programming of existing stations which would receive interference from Interstate and the need for the programming of such stations. In its opposition, Booth submits that the decision in Star of the Plains Broadcasting Company v. FCC,[1] 18 RR 2072 (1959), does not require that, under Section 307(b) of the Communications Act of 1934, as amended, the requested programming issue be added.

8. As indicated in our original Order (FCC 59–194) designating the applications in question for hearing, Interstate's proposed operation would raise the RSS nighttime limitations of standard broadcast station WDXR, Paducah, Kentucky, from 7.5 mv/m to 17.3 mv/m, and of standard broadcast station KWCO, Chickasha, Oklahoma, from 4.16 mv/m to 5.85 mv/m.[2] The normally protected nighttime contour of these Class II stations is 2.5 mv/m. Under the circumstances, a programming issue will be added. See Granite City Broadcasting Company.[3] We share McKinney-Smith's view that the programming issue proposed by Interstate is too limited in scope and that a programming issue should also encompass a determination as to (a) the extent to which the program services of WDXR and KWCO meet the requirements of the populations and areas proposed to lose these services and (b) the extent to which the program services of existing standard broadcast stations meet the requirements of the populations and areas proposed to lose the services of WDXR and KWCO. See Plainview Radio, 18 RR 672.

9. There is no occasion to add an issue to determine the character of and need for the programming service of any of the applicants other than Interstate, as the latter requests. The application of Walter L. Follmer would not cause interference to any existing station. Booth's modification application shows that its proposed operation would cause only a slight increase in the amount of co-channel interference it now causes to WTNS.[4] The latter has not, however, requested the addition of a programming issue, and Interstate in its petition does not purport to make even a threshhold showing that a programming issue as to Booth might be of decisional significance in this proceeding. In view of the small amount of added interference which would be caused by Booth's proposal,[5] together with the fact that the interfered-with station has not requested a programming issue and the fact that Interstate's petition contains no factual allegations specifically indicating how the loss of WTNS service to the persons residing in this small interference area could have any material bearing in this situation, there is no reason for presuming in vacuo that a programming issue as to the area in question would be of any decisional significance. Under the circumstances, the addition of a programming issue as to such limited area of interference would serve no useful purpose, and would merely subject the parties to the proceeding to unnecessary effort and expense in assembling evidence and would encumber the record with evidence of no apparent materiality to the ultimate question of whether the grant of Booth's application would be in the public interest. We do not construe Star of the Plains, supra, as requiring that a programming issue be added in every instance where a proposed operation will cause interference; thus, we do not construe that decision as requiring the inclusion of a programming issue where only one person would be affected by interference, nor do we read it as requiring that such an issue be added where the number who would be affected by interference is not sufficiently substantial to be of decisional significance and no threshhold showing to the contrary has been made by any of the parties to the proceeding.

Accordingly, it is ordered, This 23d day of September 1959, that the petition to enlarge issue, filed on March 30, 1959, by Interstate Broadcasting Company, Inc., is granted to the extent indicated herein and in all other respects is denied; that the Broadcast Bureau's request for a secondary service issue, as proposed in its reply filed April 13, 1959, is granted; that the issues in this proceeding are amended by adding the following Issue 1(a):

1(a) To determine the areas and populations which may be expected to gain or lose secondary service from the operation of Station WQXR as proposed, and the availability of other secondary and primary service to such areas and populations.

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[1] United States Court of Appeals for the District of Columbia Circuit, Case No. 14516, decided March 9, 1959.

[2] These stations, like WQXR, operate on 1560 kc.

[3] 18 RR 852.

[4] According to Booth's application, its present operation causes co-channel interference affecting 2.2 percent of the population within the normally-protected contour of WTNS: its proposed operation would increase the percentage by 1.44 percent, representing approximately 1500 persons, to a total of 3.64 percent.

[5] In this connection, see News on the Air, 14 RR 121 (1956); Rochester Broadcasting Company, 14 RR 560 (1956); WGLI, Inc., 14 RR 621 (1956); Allegan County Broadcasters, 16 RR 226 (1957).

and that the issues in this proceeding are amended to renumber Issue 20 as Issue 22 and to include as Issues 20 and 21 the following:

20. To determine the type and character of program service proposed to be rendered by Interstate Broadcasting Company, Inc., and whether it would meet the requirements of the populations and areas proposed to be served.

21. To determine the type and character of program service rendered by standard broadcast stations WDXR and KWCO, respectively; the extent to which the program service of each of them meets the requirements of the populations and areas proposed to lose such service; and the extent to which the program services of existing standard broadcast stations meet the requirements of the populations and areas proposed to lose the service of WDXR and KWCO, respectively.

Released: September 28, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8229; Filed, Sept. 30, 1959; 8:50 a.m.]

[Docket No. 12870; FCC 59-978]

NORTHEAST RADIO INC. (WCAP)

Memorandum Opinion and Order Amending Issues

In re application of Northeast Radio, Inc. (WCAP), Lowell, Massachusetts, Docket No. 12870, File No. BP-12014; for standard broadcast construction permit.

1. There are before the Commission (1) the matters of record in the above-entitled proceeding; (2) a motion filed on June 3, 1959, by Northeast Radio, Inc. (WCAP) to enlarge, modify or clarify issues to include a programming issue as to areas of interference; (3) an opposition to the motion filed on June 22, 1959, by WSUB, Groton, Connecticut; (4) a reply to the motion filed on June 22, 1959 by the Broadcast Bureau; (5) a reply to the opposition filed on June 29, 1959 by Northeast Radio, Inc.

2. Northeast Radio, Inc., is an applicant for a construction permit to increase the power of Station WCAP (980 kc), Lowell, Massachusetts from 1 kilowatt to 5 kilowatts. By Order, released May 15, 1959, (FCC 59-447) the application was designated for hearing on issues relating to the areas and populations which the proposed operation would serve, and to the co-channel interference which the proposed operation might cause to Stations WTRY, Troy, New York, and WSUB, Groton, Connecticut, and adjacent channel interference which the proposal might cause to Station WCSH (970 kc), Portland, Maine.

3. In its motion, WCAP suggests that the present issues might be construed as not permitting a showing of the need for its proposed program service in the areas which would gain service and of the lack of need for the program service to be lost in the areas which would lose service as a result of the interference which the proposed operation would cause to Stations WSUB, WTRY, and WCSH. WCAP therefore requests that the present issues be enlarged, modified or clarified so as to insure it the opportunity of making such a showing.

4. In its opposition, WSUB submits that WCAP has alleged no facts to show that the program service WCAP presently provides is significantly different from the numerous other primary broadcast services already available to the residents of the areas which would receive a new primary signal from WCAP's proposed operation and that, therefore, the request falls short of the affirmative showing required to warrant enlargement of the issues. It is the view of WSUB that the ultimate question is whether a grant of the WCAP proposal will further an efficient allocation of broadcast facilities in view of the new interference which would be caused to existing stations. It asserts that the evidence to be adduced under the present issues is sufficient to determine that question.

5. The application of WCAP shows that its proposed operation would cause co-channel interference affecting 14.7 percent of the area and 6.18 percent of the population within the 0.5 mv/m contour of WSUB. Under these circumstances, programming issues will be added, with the burden of proof on WCAP. In this connection see Star of the Plains Broadcasting Co. v. FCC (C.A.-D.C., 1959) U.S. App. D.C., 18 RR 2072; In re Granite City Broadcasting released July 27, 1959 (FCC 59-741), 18 RR 852. The failure of WCAP to allege that the program service it presently provides is significantly different from the standard broadcast programs now received by the areas it proposes to serve, does not constitute a basis for denial of its petition in view of the degree of interference area and population involved herein. See Star of the Plains Broadcasting Co. v. FCC, supra.

6. The application of WCAP also shows its proposed operation would cause co-channel interference affecting 1.9 percent of the area and .93 percent of the population within the 0.5 mv/m contour of WTRY and adjacent channel interference affecting .75 percent of the area and .63 percent of the population within the 0.5 mv/m contour of WCSH. In view of the very small areas and populations involved and the absence of any showing as to the programming needs of the interference areas, programming issues will not be added as to these areas. In this connection, see the Commission's Memorandum Opinion and Order in In re Walter L. Follmer, FCC 59-975, adopted September 23, 1959.

Accordingly, it is ordered, That the motion to enlarge, modify or clarify issues filed June 3, 1959, by Northeast Radio, Inc., is granted to the extent indicated herein and is in all other respects denied; that the issues in this proceeding are amended to renumber issue (3) as issue (5) and insert as issues (3) and (4) the following:

3. To determine the type and character of program service proposed to be rendered by Northeast Radio, Inc. (WCAP), and whether it would meet the requirements of the populations and areas proposed to be served.

4. To determine the type and character of program service rendered by standard broadcast station WSUB; the extent to which its program service meets the requirements of the population and area proposed to lose the service of WSUB; and the extent to which the program service of existing standard broadcast stations meet the requirements of the populations and areas proposed to lose the service of Station WSUB.

Adopted: September 23, 1959.

Released: September 28, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8230; Filed, Sept. 30, 1959; 8:50 a.m.]

[Docket No. 12903; FCC 59M-1257]

RUDOLPH WILLIAM JONES

Order Continuing Hearing

In the matter of Rudolph William Jones, 115 Ashland Place, Brooklyn 1, New York, Docket No. 12903; application for renewal of radiotelegraph second-class operator License No. T2-2-1586.

By agreement of the parties: *It is ordered,* This 25th day of September 1959, that the hearing in the above-entitled proceeding presently scheduled to be held on October 16, 1959, be, and the same is, hereby continued to a date to be set by subsequent order.

Released: September 28, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8231; Filed, Sept. 30, 1959; 8:50 a.m.]

[Docket No. 12881; FCC 59M-1255]

STANLEY M. HAUSER

Order Continuing Hearing

In the matter of Stanley M. Hauser, 27 West 84th Street, New York 24, New York, Docket No. 12881; application for renewal of radiotelegraph and radiotelephone first-class operator licenses Nos. T1-2-1093; P1-2-6990.

By agreement of the parties: *It is ordered,* This 25th day of September 1959, that the hearing in the above-entitled proceeding presently scheduled for October 12, 1959, be, and the same is, hereby continued to a date to be set by subsequent order.

Released: September 28, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8232; Filed, Sept. 30, 1959; 8:50 a.m.]

[Docket No. 12989; FCC 59M-1252]

STYLEMASTER LEATHERCRAFT CORP.

Order Continuing Hearing

In the matter of cease and desist order to be directed to Stylemaster Leathercraft Corp., 520 West Broadway, New York 12, New York, Docket No. 12989.

The Hearing Examiner having under consideration a request filed by the Commission's Field Engineering and Monitoring Bureau on September 24, 1959, requesting that the hearing in the above-entitled proceeding now scheduled for September 30, 1959, be postponed to a date to be determined by further order;[1] and

It appearing that the respondent has advised the Commission that it anticipates the certification of its industrial heating equipment by September 29, 1959, and that the Commission's New York Field Office has confirmed this information; and

It further appearing that the respondent has assented to postponement of the hearing, and that, under the circumstances noted hereinbefore, a grant forthwith of the Bureau's subject request, would be appropriate;

Accordingly, it is ordered, This 25th day of September 1959, that the request of the Bureau for postponement of the hearing in this matter is granted, and the hearing now scheduled for September 30, 1959, is continued to a date to be determined by further order.

Released: September 25, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8233; Filed, Sept. 30, 1959; 8:50 a.m.]

[Docket No. 13188; FCC 59-996]

TELEGRAPH SERVICE WITH HAWAII

Order Extending Time for Filing Comments

In the matter of amendment of the Communications Act of 1934, as amended, relating to telegraph services with Hawaii; Docket No. 13188.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 23d day of September 1959;

The Commission having under consideration a "Motion for Extension of Time" filed on September 21, 1959, by The Western Union Telegraph Company, requesting that the date for filing comments in accordance with the Commission's Notice of Inquiry in the above-entitled matter be extended from October 2, 1959, to December 2, 1959, and that the time for filing replies thereto be extended from October 19, 1959, to December 21, 1959;

It appearing that good and sufficient reason does exist why the said "Motion for Extension of Time" should be granted, namely, that the Notice calls for comments on a variety of matters affecting the rendition of telegraph service with Hawaii, and that the complexities are such that more time is required within which to prepare and submit adequate comments thereon to the Commission;

It is ordered, That the "Motion for Extension of Time" is granted, and the time for filing comments on the Notice of Inquiry is extended to December 2, 1959, and the time for filing replies thereto is extended to December 21, 1959.

Released: September 28, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8234; Filed, Sept. 30, 1959; 8:51 a.m.]

[Docket No. 12882; FCC 59M-1256]

HAROLD O. TOWNSEND

Order Continuing Hearing

In the matter of Harold O. Townsend, 324 Brentwood Road, Bayshore, New York, Docket No. 12882; application for renewal of radiotelephone first class operator license No. PI-2-6663.

By agreement of the parties: *It is ordered,* This 25th day of September 1959, that the hearing in the above-entitled proceeding presently scheduled to be held on October 14, 1959, be, and the same is, hereby continued to a date to be set by subsequent order.

Released: September 28, 1959.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8235; Filed, Sept. 30, 1959; 8:51 a.m.]

[Canadian List 138]

CANADIAN BROADCAST STATIONS

List of Changes, Proposed Changes, and Corrections in Assignments

SEPTEMBER 4, 1959.

Notification under the provisions of part iii section 2 of the North American Regional Broadcasting Agreement. List of changes, proposed changes, and corrections in assignments of Canadian broadcast stations modifying appendix containing assignments of Canadian broadcast stations (Mimeograph 47214-3) attached to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting.

Call letters	Location	Power kw	Antenna	Schedule	Class	Expected date of commencement of operation
		650 kc				
CHLT	Sherbrooke, P.Q.	5 kw	DA-1	U	III	Now in operation.
		710 kc				
CJSP (PO: 710 kc 0.25 kw DA-D).	Leamington, Ontario	1 kw	DA-D	D	II	EIO Aug. 30, 1960.
		860 kc				
CHAK	Inuvik, N.W.T.	1 kw	ND	U	II	EIO Aug. 30, 1960.
		980 kc				
CKNW (PO: 980 kc 5 kw DA-1).	New Westminster, B.C.	10 kw D/5 kw N.	DA-1	U	III	EIO Aug. 30, 1960.
		1240 kc				
CKTS	Sherbrooke, P.Q.	0.25 kw	ND	U	IV	Delete assignment.
CFWH	Whitehorse, Y.T.	0.25 kw	ND	U	IV	EIO Aug. 30, 1960.
		1290 kc				
CKSL (station remaining 1290 kc 5 kw DA-1).	London, Ontario	10 kw D/5 kw N.	DA-2	U	III	Delete assignment.
		1540 kc				
CFYK (change in transmitter site to 62° 82'41" north latitude, 114°28' 14" west longitude).	Yellowknife, N.W.T.	0.25 kw	ND	U	IV	EIO Aug. 30, 1960.
		1440 kc				
CFCP	Courtenay—Comox, B.C.	1 kw	DA-N	U	III	Assignment of call letters.

[SEAL] FEDERAL COMMUNICATIONS COMMISSION,
MARY JANE MORRIS,
Secretary.

[F.R. Doc. 59-8236; Filed, Sept. 30, 1959; 8:51 a.m.]

FEDERAL POWER COMMISSION

[Docket No. E-6431]

CITIZENS UTILITIES CO.

Notice of Application

SEPTEMBER 24, 1959.

Take notice that on September 16, 1959, Citizens Utilities Company (Applicant), incorporated under the laws of the State of Delaware and qualified to do business as a foreign corporation in the States of Maine, Vermont, Connecticut, Colorado, Arizona, and Idaho, with its principal place of business at Stamford, Connecticut, filed an application for an order, pursuant to section 202(e) of the Federal Power Act, authorizing an increase in the amount and rate of electric energy which Applicant may

[1] The Bureau's request for postponement of the hearing is set forth in a document entitled "Withdrawal of Petition for Issuance of Initial Decision", filed by the Bureau in this proceeding on September 24, 1959.

transmit from the United States to Mexico.

By Commission order issued October 6, 1955, in the above docket, Applicant was authorized to transmit electric energy from the United States to Mexico in an amount not to exceed 6,000,000 kilowatt-hours per year at a maximum transmission rate of 2,000 kilowatts over certain facilities covered by a Presidential Permit, signed by the President of the United States on August 8, 1952, as amended by an Amendatory Permit, signed by the Chairman of the Commission on September 16, 1955, Docket No. E-6432. Applicant now seeks to transmit electric energy in an amount not to exceed 25,000,000 kilowatt-hours annually at a rate not to exceed 5,000 kilowatts over the above-mentioned facilities located at the international border between the United States and Mexico adjacent to Nogales, Arizona, and Nogales, Mexico, for delivery and sale, as at present, to Cia. de Servicios Publicos de Nogales, S.A., a Mexican corporation, to meet its expanding electric energy requirements in Nogales, Mexico.

The application represents that the proposed increase in the amount and rate of electric energy to be exported will not impair Applicant's ability to serve its customers within the United States.

Any person desiring to be heard or to make any protest with reference to said application should, on or before October 14, 1959, file with the Federal Power Commission, Washington 25, D.C., a petition or protest in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file with the Commission and available for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 59-8199; Filed, Sept. 30, 1959; 8:46 a.m.]

[Docket No. G-18321]

EASTERN SHORE NATURAL GAS CO.

Notice of Application and Date of Hearing

SEPTEMBER 25, 1959.

Take notice that on April 15, 1959, as supplemented on June 12 and July 30, 1959, Eastern Shore Natural Gas Company (Applicant) filed in Docket No. G-18321 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities within the State of Delaware along Applicant's existing transmission line, and the sale and delivery of natural gas on an interruptible basis to three direct industrial customers and one distributing company for resale, all as more fully set forth in the application, as supplemented, which is on file with the Commission and open to public inspection.

The facilities for which authorization is sought herein, and the proposed customers to be served are:

(1) 3,500 feet of 2-inch pipeline, and a measuring and regulator station to serve Bramble Canning Company;

(2) 1,000 feet of 2-inch pipeline, and a measuring and regulator station to serve Standard Bitulithic Company;

(3) 2,000 feet of 2-inch pipeline, and a measuring and regulator station to serve Cole Canning Company; and

(4) Delaware Power and Light Company, to be served through an existing interconnection between facilities of Applicant and Delaware Power and Light Company.

The estimated total cost of the facilities involved in (1), (2) and (3) above is $19,450. The estimated annual volumes of gas to be sold, at 14.73 psia, are: Bramble Canning, 64,200 Mcf; Standard Bitulithic, 24,000 Mcf; Cole Canning, 10,300 Mcf; and Delaware Power and Light, 518, 670 Mcf.

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

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on October 27, 1959, at 9:30 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 16, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 59-8200; Filed, Sept. 30, 1959; 8:46 a.m.]

[Docket No. G-17835, etc.]

SMITH DEVELOPMENT CO. ET AL.

Notice of Applications and Date of Hearing

SEPTEMBER 25, 1959.

In the matters of Smith Development Company, Agent, et al.,[1] Docket No. G-17835; Sinclair Oil & Gas Company, Docket No. G-17917; George R. Brown, et al.,[2] Docket No. G-18131; Union Drilling Inc., Docket No. G-18160; Hayes Brothers Drilling Company,[3] Docket No. G-18225; A. R. Elam, Sr., d/b/a Kytex Exploration Company, Docket No. G-18238; J. C. Trahan Drilling Contractor, Inc. Operator, et al.,[4] Docket No. G-18287; Ball Development Company,[5] Docket No. G-18382; Esther Oil & Gas Company,[6] Docket No. G-18383; Nemours Corporation, Operator, et al.,[7] Docket No. G-18599; Placid Oil Company, Docket No. G-18636; Sinclair Oil & Gas Company,[8] Docket No. G-18679.

Take notice that each of the above applicants has filed an application for a certificate of public convenience and necessity, pursuant to section 7 of the Natural Gas Act, authorizing each to render service as hereinafter described, subject to the jurisdiction of the Commission, all as more fully represented in the respective applications and amendments and supplements thereto, which are on file with the Commission and open to public inspection.

The respective Applicants produce and propose to sell natural gas for transportation in interstate commerce for resale as indicated below:

Docket Nos.; Field and Location; Purchaser

G-17835; Texas-Hugoton Field, Sherman County, Texas; Phillips Petroleum Company.

G-17917; North Leroy Field, Vermilion Parish, Louisiana; United Gas Pipe Line Company.

G-18131; Sorrento Field, Ascension Parish, Louisiana; Transcontinental Gas Pipe Line Corporation.

G-18160; Skin Creek District, Lewis County, West Virginia; Equitable Gas Company.

G-18225; Acreage in Floyd County, Kentucky; Kentucky West Virginia Gas Company.

G-18238; Acreage in Magoffin County, Kentucky; Kentucky West Virginia Gas Company.

G-18287; North Turtle Bayou Area, Terrebonne Parish, Louisiana; United Gas Pipe Line Company.

G-18382; Union District, Ritchie County, West Virginia; Carnegie Natural Gas Company.

G-18383; Union District, Ritchie County, West Virginia; Carnegie Natural Gas Company.

G-18599; John C. Robbins Field, Rusk County, Texas; United Gas Pipe Line Company.

G-18636; Blackburn Field, Webster and Claiborne Parishes, Louisiana; Texas Gas Transmission Corporation.

G-18679; Southeast Rayne Field, Lafayette Parish, Louisiana; Transcontinental Gas Pipe Line Corporation.

These related matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on October 27, 1959 at 9:30 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such applications: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein

See footnotes at end of document.

provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 16, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[1] Smith Development Company is filing for itself and as Agents for the following joint owners of the subject acreage: G. B. Cree, G. B. Cree, Jr., Wm. R. Cree and R. E. Reid, d/b/a Cree Oil and Exploration Company, Cree Drilling Company, Inc., United Mud Service Co., Petroleum Specialty Co., and Hickdon Oil Company. Application covers two separate gas sales contracts each dated March 24, 1958, containing similar terms and conditions but involving different acreages. Smith Development Company, G. B. Cree, G. B. Cree, Jr., Wm. R. Cree and R. E. Reid are the signatory seller parties to each of the subject contracts.

[2] George R. Brown is filing for himself and on behalf of American Cyanamid Company and Columbia Southern Chemical Corporation. All are signatory seller parties to the subject gas sales contract.

[3] Hayes Brothers Drilling Company, Applicant, is a partnership composed of Hobert Hayes and Clarence Hayes. Both are signatory seller parties to the subject gas sales contract.

[4] J. C. Trahan Drilling Contractor, Inc., Operator, is filing for itself and on behalf of American Natural Gas Production Company, nonoperator. Both are signatory seller parties to the subject gas sales contract.

[5] Ball Development Company, Applicant, is the signatory seller party to the subject gas sales contract through the signature of its Attorney-in-Fact, J. O. Nay.

[6] Esther Oil & Gas Company, Applicant, is the signatory seller party to the subject gas sales contract through the signature of its Attorney-in-Fact, J. O. Nay.

[7] Nemours Corporation, Operator, is filing for itself and on behalf of the following nonoperators: John Franks, Albert Sklar, Leonard W. Phillips, Sam Y. Dorfman, Jr., Louis Dorfman, Shreveport Investment & Securities, Inc., and O'Brien Drilling Company. All are signatory seller parties to the subject gas sales contract.

[8] Sinclair Oil & Gas Company, nonoperator, proposes to sell the gas attributable to its interest in the subject unit pursuant to a ratification agreement dated April 9, 1959 of a basic gas sales contract between J. P. Owen, *et al.*, seller, and Transco, buyer, dated August 31, 1956. J. P. Owen, *et al.*, were authorized to sell gas under the basic contract in Docket No. G-11610. Sinclair is a signatory party to the subject ratification agreement, which agreement has also been signed by purchaser.

[F.R. Doc. 59-8203; Filed, Sept. 30, 1959; 8:47 a.m.]

[Docket Nos. G-1148, G-3175, etc.]

PHILLIPS PETROLEUM CO.

Notice of Place for Oral Argument

SEPTEMBER 24, 1959.

The oral argument now scheduled to commence at 10:00 a.m., October 1, 1959, in the above-designated matters will be heard in Hearing Room A, Interstate Commerce Commission Building, 12th and Constitution Avenue NW., Washington, D.C.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 59-8202; Filed, Sept. 30, 1959; 8:47 a.m.]

[Docket Nos. 19481—19492]

PAN AMERICAN PETROLEUM CORP. ET AL.

Order for Hearing and Suspending Proposed Changes in Rates [1]

SEPTEMBER 25, 1959.

In the matters of: Pan American Petroleum Corporation, (Operator), et al., Docket No. G-19481; Pan American Petroleum Corporation, Docket No. G-19482; Southern Union Gas Company, Docket No. G-19483; N. Bruce Calder and Curtis E. Calder, Jr., d/b/a Horizon Oil & Gas Company, (Operator), et al., Docket No. G-19484; Southern California Petroleum Corporation, Docket No. G-19485; Southern California Petroleum Corporation, (Operator), et al., Docket No. G-19486; Humble Oil & Refining Company, Docket No. G-19487; Amerada Petroleum Corporation, Docket No. G-19488; Amerada Petroleum Corporation, et al., Docket No. G-19489; Amerada Petroleum Corporation, (Operator), et al., Docket No. G-19490; Charm Oil Company, Docket No. G-19491; Resler & Sheldon (Operator), et al., Docket No. G-19492.

The above-named Respondents have tendered for filing proposed changes in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes are designated as follows:

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser	Notice of change dated	Date tendered	Effective date [1]	Rate suspended until—
G-19481	Pan American Petroleum Corp. (operator), et al.	12	3	Tennessee Gas Transmission Co.	8-25-59	8-28-59	11-1-59	4-1-60
G-19482	Pan American Petroleum Corp.	13	5	do	8-25-59	8-28-59	11-1-59	4-1-60
	Do	226	2	do	8-27-59	8-31-59	10-1-59	3-1-60
G-19483	Southern Union Gas Co.	4	2	El Paso Natural Gas Co.	8-26-59	8-31-59	10-1-59	3-1-60
G-19484	N. Bruce Calder and Curtis E. Calder, Jr. d/b/a Horizon Oil & Gas Co. (operator), et al.	[2] 3	3	Kansas-Nebraska Natural Gas Co., Inc.	8-26-59	8-31-59	10-1-59	3-1-60
G-19485	Southern California Petroleum Corp.	[3] 1	7	El Paso Natural Gas Co.	8-28-59	8-31-59	10-1-59	3-1-60
G-19486	Southern California Petroleum Corp. (operator), et al.	[4] 20	5	do	8-28-59	8-31-59	10-1-59	3-1-60
	Do	[4] 21	5	do	8-28-59	8-31-59	10-1-59	3-1-60
	do	[5] 22	5	do	8-28-59	8-31-59	10-1-59	3-1-60
	do	[5] 23	5	do	8-28-59	8-31-59	10-1-59	3-1-60
	do	[5] 24	4	do	8-28-59	8-31-59	10-1-59	3-1-60
	do	[5] 25	6	do	8-28-59	8-31-59	10-1-59	3-1-60
	do	[5] 26	4	do	8-28-59	8-31-59	10-1-59	3-1-60
G-19487	Humble Oil & Refining Co.	28	5	do	8-24-59	8-31-59	10-1-59	3-1-60
	do	31	9	do	8-24-59	8-31-59	10-1-59	3-1-60
	do	33	4	do	8-24-59	8-31-59	10-1-59	3-1-60
	do	45	5	do	8-24-59	8-31-59	10-1-59	3-1-60
G-19488	Amerada Petroleum Corp.	[6] 1	21	do	8-24-59	8-31-59	10-1-59	3-1-60
	do	[6] 62	4	do	8-26-59	8-31-59	10-1-59	3-1-60
	do	69	1	do	8-19-59	8-31-59	10-1-59	3-1-60
	do	72	2	do	8-27-59	8-31-59	10-1-59	3-1-60
G-19489	Amerada Petroleum Corp., et al.	[7] 27	3	do	8-24-59	8-31-59	10-1-59	3-1-60
G-19490	Amerada Petroleum Corp., (operator), et al.	[8] 57	5	do	8-25-59	8-31-59	10-1-59	3-1-60
G-19491	Charm Oil Co	[9] 2	4	do	8-27-59	8-31-59	10-1-59	3-1-60
G-19492	Resler & Sheldon (operator), et al.	[10] 1	5	do	8-27-59	8-31-59	10-1-59	3-1-60

[1] The stated effective dates are those requested by Respondents or the first day after the expiration of statutory notice, whichever is later.
[2] Presently effective rate is subject to refund in Docket No. G-16315.
[3] Presently effective rate is subject to refund in Docket No. G-14078.
[4] Presently effective rate is subject to refund in Docket No. G-16472.
[5] Presently effective rate is subject to refund in Docket No. G-16472.
[6] Presently effective rate is subject to refund in Docket No. G-16117 (also subject to order in Docket No. G-13897).
[7] Presently effective rate is subject to refund in Docket No. G-16118.
[8] Presently effective rate is subject to refund in Docket No. G-16119.
[9] Presently effective rate is subject to refund in Docket No. G-15032.
[10] Presently effective rate is subject to refund in Docket No. G-15083.

Southern Union Gas Company, Southern California Petroleum Corporation, Southern California Petroleum Corporation (Operator), et al., Humble Oil & Refining Company, Amerada Petroleum Corporation, Charm Oil Company and Resler & Sheldon (Operator), et al. in support of their proposed rate increases cite their respective contract provisions and refer to favored-nation notification letters furnished by El Paso Natural Gas Company. With the exception of Southern Union which submits no supporting statement, these Respondents state that the contracts involved were negotiated at arm's length, and that the rates being sought are in line with current prices in the area.

[1] This order does not provide for the consolidation for hearing or disposition of the separately docketed matters covered herein, nor should it be so construed.

Pan American bases its proposed increases upon letter agreements redetermining rates in accordance with the three highest prices paid in the respective areas involved, additionally Pan American states that the contracts were negotiated at arm's length, that the proposed rates are an integral part of the initial filings and constitute single, indivisible rates agreed to by the contracting parties and that the proposed rates are substantially the same as those provided by currently negotiated contracts in the same producing area.

Horizon Oil & Gas Company states that its proposed rate is below those recently certificated in the area and is just and reasonable.

The increased rates and charges so proposed have not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the several proposed changes and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure and the regulations under the Natural Gas Act (18 CFR Chapter I), public hearings be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the several proposed increased rates and charges contained in the above-designated supplements.

(B) Pending hearing and decision thereon, each of the aforementioned supplements is suspended and the use thereof deferred until the date specified in the above-designated "Rate Suspended Until" column and thereafter until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(D) Interested state commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37(f)).

By the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 59-8201; Filed, Sept. 30, 1959; 8:46 a.m.]

[Docket No. G-15192]

UNITED GAS PIPE LINE CO.

Notice of Application and Date of Hearing

SEPTEMBER 25, 1959.

Take notice that United Gas Pipe Line Company (Applicant), a Delaware corporation having its principal place of business at 1525 Fairfield Avenue, Shreveport, Louisiana, filed on May 29, 1958, an application, as supplemented on June 17 and 23, 1958, for a certificate of public convenience and necessity pursuant to section 7(c) of the Natural Gas Act, authorizing the transportation and sale of natural gas in interstate commerce and the operation of facilities necessary therefor, subject to the jurisdiction of the Commission, all as more fully represented in the application which is on file with the Commission and open to public inspection.

The service for which a certificate is sought has been rendered for a number of years from Applicant's system near Beaumont in Polk, Liberty, Hardin, Jefferson and Orange Counties, Texas, but it has been an intrastate nonjurisdictional service. Applicant contemplates that the intrastate facilities, consisting of a network of pipelines generally between Applicant's Goodrich Compressor Station and the Texas-Louisiana border near Lake Sabine, will, in the near future, become jurisdictional when the flow direction will be reversed through "the action of other parties" not under Applicant's control. Applicant notified the Commission that the change in flow occurred on June 11, 1958.

Sales for resale from the facilities in question are made to Southern Union Gas Company and United Gas Corporation. Southern Union serves Port Acres, Port Arthur, and Port Neches, including a number of additions in the latter two communities. United Gas Corporation serves Beaumont, Orange, Goodrich, ten other communities listed in the application and unspecified rural areas and farm taps.

Along the pipelines concerned in this application, United also serves gas to 23 industrial customers who are listed in the application.

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

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on October 29, 1959, at 9:30 a.m., e.s.t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 19, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 59-8204; Filed, Sept. 30, 1959; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 289]

MOTOR CARRIER APPLICATIONS

SEPTEMBER 25, 1959.

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

All hearings will be called at 9:30 o'clock a.m., United States standard time (or 9:30 o'clock a.m., local d.s.t.), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 82 (Sub No. 7), filed August 7, 1959. Applicant: BEST WAY OF INDIANA, INC., 10 Cherry Street, Terre Haute, Ind. Applicant's attorney: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Columbus, Ind., and Indianapolis, Ind., from Columbus over Alternate U.S. Highway 31 to the junction of U.S. Highway 31, thence over U.S. Highway 31 to Indianapolis, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only. Applicant is authorized to conduct operations in Illinois, Indiana, and Kentucky.

HEARING: November 12, 1959, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72.

No. MC 151 (Sub No. 11), filed August 28, 1959. Applicant: LOVELACE TRUCK SERVICE, INC., 425 North Second Street, Terre Haute, Ind. Applicant's attorney: Ferdinand Born, 1019 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Liquid and dry commodities*, in containers, including but not limited to Sealdrums, Sealdbins, Sealdtanks, Nest-a-Bin containers, and all similar containers, in or upon ordinary vehicles, (1) between Paris, Ill., and Danville, Ill., over U.S. Highway 150, serving all intermediate points; (2) (a) serving points within five (5) miles of Danville, Ill., as off-route points in connection with appli-

cant's authorized regular route operations to and from Danville, Ill.; and (b) serving points in Indiana within seven (7) miles of Terre Haute, Ind., as intermediate and off-route points in connection with applicant's authorized regular route operations: (3) (a) between Terre Haute, Ind., and Danville, Ill., from Terre Haute over U.S. Highway 41 to junction Indiana Highway 63, thence over Indiana Highway 63 to junction Indiana Highway 34 (west of Covington, Ind.) thence over Indiana Highway 34 to the Indiana-Illinois State line, thence over Illinois Highway 10 to Danville, and return over the same route, serving no intermediate points; and (b) between junction Indiana Highway 63 and U.S. Highway 36 (near Hillsdale, Ind.) and junction U.S. Highways 36 and 150 (near Chrisman, Ill.), over U.S. Highway 36, serving no intermediate points, but serving Indiana Highway 63 and U.S. Highway 36 for joinder purposes only; (4) (a) between Indianapolis, Ind., and Terre Haute, Ind., from Indianapolis over U.S. Highway 36 to Rockville, Ind., thence over U.S. Highway 41 to Terre Haute, and return over the same route, serving no intermediate points, but serving points within eight (8) miles of Indianapolis and Terre Haute, Ind., as off-route points; (b) between Terre Haute, Ind., and the site of the Vigo Ordnance plant, approximately six (6) miles south of Terre Haute, Ind., over U.S. Highway 41, serving no intermediate points; and (c) between Indianapolis, Ind., and Terre Haute, Ind., over U.S. Highway 40 serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Illinois, Indiana, and Missouri.

HEARING: November 16, 1959, at the U.S. Court Room, Indianapolis, Ind., before Joint Board No. 21.

No. MC 603 (Sub No. 15), filed July 13, 1959. Applicant: T. R. SHUMPERT, doing business as SHUMPERT TRUCK LINE, Amory, Miss. Applicant's attorney: Rubel L. Phillips, 829 Deposit Guaranty Bank Building, Jackson, Miss. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, serving Nettleton, Miss., as an intermediate point in connection with applicant's authorized regular route operations between Memphis, Tenn., and Amory, Miss., over U.S. Highway 45. Applicant is authorized to conduct operations in Alabama, Mississippi and Tennessee.

HEARING: November 17, 1959, at the Robert E. Lee Hotel, Jackson, Miss., before Joint Board No. 97, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 665 (Sub No. 60), filed July 27, 1959. Applicant: MISSOURI-ARKANSAS TRANSPORTATION COMPANY, a Corporation, 1505 Maiden Lane, Joplin, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Commodities in bulk*, from, to and between all points applicant is authorized to conduct operations as set forth in Certificate No. MC 665 and sub numbers thereunder, in the States of Missouri, Arkansas, Kansas, and Oklahoma.

NOTE: Applicant states that it seeks appropriate order authorizing deletion of the restriction contained in its certificates prohibiting applicant's handling commodities in bulk, and such further order or orders as may be required to authorize applicant to handle commodities in bulk.

HEARING: November 5, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 1124 (Sub No. 162), filed June 2, 1959. Applicant: HERRIN TRANSPORTATION COMPANY, 2301 McKinney Avenue, Houston, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Liquid or dry commodities*, in collapsible tanks or bins, including but not limited to those known as "Sealdtanks" or "Sealdbins", or the equivalent thereof, over the routes and in the territory, including all off-route and intermediate points authorized to be served by applicant in Certificate No. MC 1124 and Subs thereunder covering the transportation of general commodities with certain exceptions, in the States of Texas, Oklahoma, Arkansas, Louisiana, Tennessee, and Florida.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 1222 (Sub No. 17), filed June 17, 1959. Applicant: THE REINHARDT TRANSFER COMPANY, a Corporation, 1410 10th Street, Portsmouth, Ohio. Applicant's attorney: Robert M. Pearce, Seventh Floor, McClure Building, Frankfort, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Brick, fire brick, plastic fire brick, fire clay products* and *high temperature bonding mortar*, from points in Rowan, Lewis, Carter, Elliott, Greenup, and Boyd Counties, Ky., and Scioto, and Lawrence Counties, Ohio to points in Illinois and Michigan, and *rejected shipments* of the above-specified commodities, and *empty containers* and *pallets* and *skids* on return. Applicant is authorized to conduct operations over regular routes in Illinois, Indiana, Kentucky, Ohio, and West Virginia, and over irregular routes in Illinois, Indiana, Kentucky, Michigan, Missouri, Ohio, Tennessee, and West Virginia.

HEARING: October 30, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lucian A. Jackson.

No. MC 2165 (Sub No. 11), filed August 24, 1959. Applicant: LANGDON TRUCK LINES, INC., Lyndonville, N.Y. Applicant's representative: Raymond A. Richards, 35 Curtice Park, P.O. Box 25, Webster, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs*, from points in that part of New York bounded by a line beginning at the Niagara River just north of Niagara Falls, N.Y. and extending along New York Highway 31 to Lockport, N.Y., thence along New York Highway 93 to junction New York Highway 5 just south of Akron, N.Y., thence along New York Highway 5 to Batavia, N.Y., thence along New York Highway 33 to Rochester, N.Y., thence along city streets (formerly shown as New York Highway 2) to Lake Ontario, thence along the shore of Lake Ontario to the Niagara River, and thence along the Niagara River to point of beginning, including points on the indicated portions of the highways specified, to Newark, Elizabeth, Kearny, Perth Amboy, Irvington, Bound Brook, and Bayonne, N.J., Bridgeport and Hartford, Conn., Boston, Springfield, and Worcester, Mass., Philadelphia, Pittsburgh, Scranton, Allentown, and Wilkes-Barre, Pa., Baltimore and Hagerstown, Md., Cleveland, Cincinnati, Columbus, and Medina, Ohio, and the District of Columbia, and *empty containers or other such incidental facilities* used in transporting the above-described commodities, on return.

NOTE: Applicant holds authority in Certificate No. MC 2165 to serve all of the territory involved for the transportation of some of the commodities embraced in the generic term "canned and preserved foodstuffs". Applicant states the sole purpose of this application is to broaden the commodity description so as to include all other commodities embraced in the generic term "canned and preserved foodstuffs" and that any duplicating authority is to be eliminated.

HEARING: November 4, 1959, at the Manger Hotel, Rochester, N.Y., before Examiner Abraham J. Essrick.

No. MC 2510 (Sub No. 24), filed August 24, 1959. Applicant: ZIFFRIN TRUCK LINES, INC., 1120 Division Street, Indianapolis, Ind. Applicant's attorney: Ferdinand Born, 1017–19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, livestock, commodities in bulk and those requiring special equipment, between Louisville, Ky., and Cincinnati, Ohio: from Louisville over U.S. Highway 42 to Cincinnati, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular routes between Chicago, Ill., and Cincinnati, Ohio, specifically the route from Indianapolis over U.S. Highway 421 to junction U.S. Highway 50, thence over U.S. Highway 50 to Cincinnati; also the route between Indianapolis and Louisville, specifically that portion from junction U.S. Highways 50 and 31 to Louisville over U.S. Highway 31; also the route over U.S. Highway 50 between Versailles, Ind., and junction U.S. Highway 50 and U.S. Highway 31; and the route between Versailles and Louisville. Applicant is authorized to conduct operations in Wisconsin, Indiana, Ohio, Kentucky, and Illinois.

HEARING: November 6, 1959, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 208.

No. MC 2941 (Sub No. 14), filed April 21, 1959. Applicant: C & E TRUCKING CORPORATION, 1311 South Olive Street, South Bend 19, Ind. Applicant's attorneys: Eugene L. Cohn, 1 North La Salle Street, Chicago, Ill., *and* Beverly S. Sims, 612 Barr Building, Washington 6, D.C. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by wholesale grocery houses and retail grocery stores, between Chicago, Ill., on the one hand, and, on the other, points in Illinois, Indiana, and Michigan. Applicant is authorized to conduct operations in Illinois, Indiana, and Michigan.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier in No. MC 2941 (Sub No. 13).

HEARING: November 17, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 73.

No. MC 2978 (Sub No. 7), filed August 12, 1959. Applicant: CLE-MAR CARTAGE, INC., Cromwell, Ind. Applicant's attorney: Louis E. Smith, 511 Fidelity Building, 111 Monument Circle, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Metal containers*, used in packaging food, beverages, and other products, from Elwood, Ind., to points in Illinois, Ohio, Michigan and St. Louis, Mo.; (2) *plastic containers* and *plastic products*, from Ligonier, Ind., to Chicago, Ill., St. Louis, Mo., Cincinnati, Ohio, and Kansas City, Mo., and *rejected* and *damaged shipments* of the above specified commodities on return. Applicant is authorized to conduct operations in Indiana, Missouri, Ohio, Illinois, and Michigan.

NOTE: Dual operations or common control may be involved.

HEARING: November 4, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 3121 (Sub No. 7), filed July 8, 1959. Applicant: STEEL TRUCKING, INC., 7701 Maple Avenue, Dearborn, Mich. Applicant's attorney: Charles M. Donley, 34 Market Place, Pittsburgh 22, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Steel ingots and slabs*, from the sites of Sharon Steel Corporation's plants at Sharon and Farrell, Pa., to the site of the McLouth Steel Corporation plant at Trenton, Mich., and *steel sheets* from the site of McLouth Steel Corporation plant at Trenton, Mich., to the sites of the Sharon Steel Corporation's plants at Sharon and Farrell, Pa., and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return. Applicant is authorized to conduct operations in Michigan, Ohio, and Pennsylvania.

HEARING: October 30, 1959, at the Olds Hotel, Lansing, Mich., before Joint Board No. 244.

No. MC 3379 (Sub No. 40), filed September 23, 1959. Applicant: SNYDER BROS. MOTOR FREIGHT, INC., P.O. Box 830, Akron, Ohio. Applicant's attorney: John S. Fessenden, 618 Perpetual Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Liquid and dry commodities*, in containers, including but not limited to "Sealdtank" and "Sealdbin" containers, or other containers of the same or similar nature, in or upon ordinary vehicular equipment, between all points, including all intermediate and off-route points, applicant is authorized to transport general commodities with certain exceptions as authorized in Certificate No. MC 3379 and sub numbers thereunder, in the States of Ohio, Virginia, Maryland, West Virginia, Pennsylvania, and the District of Columbia.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 3854 (Sub No. 2), filed July 30, 1959. Applicant: BURTON LINES, INC., P.O. Box 395, Reidsville, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Reconstituted, or homogenized, or reconstructed or blended tobacco* including *tobacco stems, dust, slivers*, and *refuse* of manufacturing machines, and *tobacco partially manufactured* by any other method of processing but excluding manufactured tobacco finished and ready for sale to wholesalers, retailers, or consumers when moving alone or in mixed shipments with unmanufactured tobacco, and *empty containers* for the above-specified commodities, between points in North Carolina, Virginia, South Carolina, Maryland, Georgia, Florida, Pennsylvania, New Jersey, New York, Kentucky, Tennessee, Connecticut, Delaware, Ohio, West Virginia, Wisconsin, and Missouri. Applicant is authorized to conduct operations in Maryland, North Carolina, South Carolina, Virginia, and the District of Columbia.

HEARING: November 16, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 4405 (Sub No. 335), filed August 4, 1959. Applicant: DEALERS TRANSIT, INC. 12601 South Torrence Avenue, Chicago 33, Ill. Applicant's attorney: James W. Wrape Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Missiles, space vehicles, space satellites, launching guidance, monitoring*, and *control units*, and *parts thereof*, requiring special equipment and handling for their transportation: (b) *Launching guidance, monitoring and control units*, and *equipment* and *parts* of such missiles, space vehicles, space satellites, launching guidance, monitoring, and control units, when such units and equipment and parts are transported incidental to, or are transported in connection with missiles, space vehicles, space satellites, and launching guidance, monitoring, and control units, requiring special equipment and handling for their transportation: and (c) *Shipper-owned or government-owned trailers*, empty, in return movement, when such trailers have been used in the outbound transportation of the foregoing commodities, between points in California, on the one hand, and, on the other, points in Colorado, Florida, Idaho, Illinois, Kansas, Maine, Nebraska, Ohio, South Dakota, Texas, Utah, Washington, and Wyoming. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 4, 1959, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 4761 (Sub No. 14), filed September 4, 1959. Applicant: LOCK CITY TRANSPORTATION COMPANY, a Corporation, 327 Sixth Avenue, Menominee, Mich. Applicant's attorney: Adolph E. Solie, 715 First National Bank Building, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: 1. *Petroleum products*, in bulk, in tank vehicles, (a) from Dollar Bay, Marquette and Gladstone, Mich., and points within 10 miles of Gladstone, to points in that part of Wisconsin bounded on the south by Wisconsin Highway 23 from Sheboygan to Wisconsin Dells, Wis., on the west by Wisconsin Highway 13 from Wisconsin Dells to Ashland, Wis., on the north by the Wisconsin-Michigan State line, and on the east by Green Bay and Lake Michigan, including points on the indicated portions of the highways specified; and (b) from Green Bay, Kewaunee, Sheboygan and Two Rivers, Wis., to points in the upper peninsula of Michigan (except from Green Bay, Wis., to points in the upper peninsula of Michigan located on and east of a line beginning at Grand Marais, Mich., and extending along Michigan Highway 77 to Blaney Park, Mich., thence directly south to Lake Michigan). 2. *Asphalt* (liquid) and *fuel oils*, in bulk, in tank vehicles, from Wausau, Wis., to points in the upper peninsula of Michigan. Applicant is authorized to conduct operations in Alabama, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, New York, Ohio, Pennsylvania, Tennessee, West Virginia, and Wisconsin.

HEARING: November 6, 1959, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 95.

No. MC 6945 (Sub No. 26), filed September 14, 1959. Applicant: THE NATIONAL TRANSIT CORPORATION, 1687 West Fort Street, Detroit 16, Mich. Applicant's attorney: Thomas I. Wattles, Dime Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle over an alternate route, transporting: *General commodities* except those of unusual value, livestock, Class A and B explosives, matches, household goods as defined by the Commission, commodities, in bulk, other than metal scrap in bulk, and commodities requiring special equipment, between Maumee, Ohio, and the Ford Motor Company Parts and Equipment Division plant site located near Rawsonville, Washtenaw County, Mich., from

Maumee over U.S. Highway 23 to junction U.S. Highway 112, south of Ypsilanti, Mich., thence over U.S. Highway 112 to junction U.S. Highway 12 (commonly known as the Willow Run Expressway), thence over U.S. Highway 12 (Willow Run Expressway) to junction Rawsonville Road, thence south on Rawsonville Road to the Ford Motor Company Parts and Equipment Division plant site located near Rawsonville, and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between Bay City, Mich., and Covington, Ky. Applicant is authorized to conduct operations in Kentucky, Michigan, and Ohio.

HEARING: November 2, 1959, at the Olds Hotel, Lansing, Mich., before Joint Board No. 57.

No. MC 7640 (Sub No. 16), filed September 3, 1959. Applicant: BARNES TRUCK LINE, INC., Wilson, N.C. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Reconstituted or homogenized or reconstituted or blended tobacco including tobacco stems, dust, slivers, and refuse of manufacturing machines, and tobacco partially manufactured by any other method of processing* but excluding manufactured tobacco finished and ready for sale, to wholesalers, retailers, or consumers when moving alone or in mixed shipments with unmanufactured tobacco, and *empty containers* for the above-specified commodities, between points in North Carolina, Virginia, South Carolina, Maryland, Georgia, Florida, Pennsylvania, New Jersey, New York, Kentucky, Tennessee, Connecticut, Delaware, Ohio, West Virginia, Wisconsin, and Missouri. Applicant is authorized to conduct operations in North Carolina, Virginia, Maryland, Georgia, South Carolina, Virginia, the District of Columbia, Kentucky, Tennessee, New Jersey, New York, Delaware, Rhode Island, Massachusetts, West Virginia, Florida, Vermont, New Hampshire, Ohio, Illinois, Indiana, Pennsylvania, Arkansas, Michigan, Minnesota, Wisconsin, Iowa, Missouri, Kansas, Nebraska, Oklahoma, Texas, and South Dakota.

HEARING: November 16, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 10095 (Sub No. 1), filed August 20, 1959. Applicant: CHARLES JACOBS, 101 North Fourth Street, Milbank, S. Dak. Applicant's representative: A. R. Fowler, 2288 University Avenue, St. Paul 14, Minn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, between points in the Minneapolis-St. Paul, Minn., Commercial Zone, on the one hand, and, on the other, points in Grant County, S. Dak., except Milbank, S. Dak., and points within ten (10) miles thereof; *such merchandise* as is dealt in by wholesale, retail and chain grocery and food business houses, from Chaska, Minn., to points in Grant County, S. Dak.; and *empty containers* used in transporting the above-specified commodities, from points in Grant County, S. Dak., to Chaska, Minn. Applicant is authorized to conduct operations in Minnesota and South Dakota.

HEARING: November 12, 1959, in Room 926, Metropolitan Building, Second Avenue South and Third Street, Minneapolis, Minn., before Joint Board No. 26.

No. MC 10761 (Sub No. 85), filed July 22, 1959. Applicant: TRANSAMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit 9, Mich. Applicant's attorney: Howell Ellis, 520 Illinois Building, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except loose bulk commodities, livestock, explosives except small arms ammunition; currency; bullion; and commodities exceeding ordinary equipment and loading facilities, serving Washingtonville, Ohio located five (5) miles east of Salem, Ohio, in connection with applicant's authorized regular route operations between Detroit, Mich., and Pittsburgh, Pa., over Ohio Highway 14.

HEARING: November 3, 1959, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117.

No. MC 10914 (Sub No. 4), filed September 14, 1959. Applicant: THE O'BRIEN & NYE CARTAGE CO., and Ohio Corporation, 308 Central Viaduct, Cleveland, Ohio. Applicant's attorney: Ewald E. Kundtz, 1050 Union Commerce Building, Cleveland 14, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products* and *meat by-products, dairy products* and *articles distributed by meat packing houses*, as described in the Appendix to the report in *Modification of Permits of Motor Contract Carriers of Packing House Products*, 40 M.C.C. 23, (A) from Lucas County, Ohio, to points in Lucas, Fulton, Henry, Wood, Hancock, Wyandot, Allen, Ottawa, Sandusky, Huron, Seneca, and Erie Counties, Ohio, and *rejected, damaged* and *returned shipments* of the above-specified commodities, from the above-specified destination points to Lucas County, Ohio; and (B) from Cleveland, Ohio, to points in Allen, Fulton, Hancock, Henry, Lucas, Wood, and Wyandot Counties, Ohio, and *rejected, damaged* and *returned shipments* of the above-specified commodities, from the above-specified destination points to Cleveland, Ohio. Applicant is authorized to conduct operations in Ohio and Pennsylvania.

HEARING: November 4, 1959, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 117.

No. MC 13235 (Sub No. 6), filed August 3, 1959. Applicant: CENTRALIA CARTAGE CO., a Corporation, 650 West Noleman Street, Centralia, Ill. Applicant's attorney: Joseph H. Goldenhersh, 406 Missouri Avenue, East St. Louis, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General Commodities*, except Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, serving West Salem, Ill., as an off-route point in connection with applicant's regular route operation between St. Louis, Mo., and Vincennes, Ind. over U.S. Highway 50. Applicant is authorized to conduct operations in Illinois, Indiana, and Missouri.

HEARING: November 13, 1959, at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Joint Board No. 149, or, if the Joint Board waives its right to participate, before Examiner David Waters.

No. MC 14421 (Sub No. 18), filed September 17, 1959. Applicant: CHICAGO DUBUQUE MOTOR TRANSPORTATION COMPANY, a Corporation, 51 Main Street, Dubuque, Iowa. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Liquid or dry commodities*, in collapsible tanks or bins, or the equivalent thereof, including but not limited to "Sealdtanks" and "Sealdbins", transported in or on standard motor vehicles, from, to and between all points which applicant is authorized to serve in the transportation of general commodities, with certain exceptions, in Illinois, Iowa, Indiana, Minnesota, and Wisconsin, as authorized in Certificate MC 14421 and sub numbers thereunder.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 16007 (Sub No. 23), filed May 1, 1959. Applicant: CONTRACT FREIGHTERS, INC., 3105 East Seventh Street, Joplin, Mo. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: *Feed* and *feed ingredients*, animal or poultry, and *empty containers or other such incidental facilities* used in transporting feed and feed ingredients, between points in Arkansas, points in Illinois located on and west of a line extending from the Wisconsin-Illinois State line, along U.S. Highway 51 to the Illinois-Kentucky State line, points in Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, points in North Dakota located on and east of a line extending from the Canadian border, along U.S. Highway 281 to the North Dakota-South Dakota State line, points in Oklahoma, points in South Dakota located on and east of a line extending from the North Dakota-South Dakota State line, along U.S. Highway 281 to the South Dakota-Nebraska State line, points in Tennessee located on and west of a line extending from the Kentucky-Tennessee State line, along U.S. Highway 45E and 45 to the Tennessee-Mississippi State line, points in Texas located on and east of a line extending from the New Mexico-Texas State line, along U.S. Highway 84 to junction with U.S. Highway 83, thence U.S. Highway 83 to the Mexican border, and points in Wisconsin. Applicant is

authorized to conduct contract carrier operations in Oklahoma, Missouri, Nebraska, Iowa, Illinois, Kansas, Arkansas, Minnesota, Wisconsin, and Indiana.

NOTE: A proceeding has been instituted under section 212(c) in No. MC 16007 Sub No. 18, to determine whether applicant's status is that of a contract or common carrier.

HEARING: November 4, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 19105 (Sub No. 11), filed July 30, 1959. Applicant: FORBES TRANSFER COMPANY, INC., Wilson, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Reconstituted, or homogenized, or reconstructed or blended tobacco* including *tobacco stems, dust, slivers*, and *refuse* of manufacturing machines, and *tobacco partially manufactured* by any other method of processing but excluding manufactured tobacco finished and ready for sale to wholesalers, retailers, or consumers when moving alone or in mixed shipments with unmanufactured tobacco, and *empty containers* for the above-specified commodities, between points in North Carolina, Virginia, South Carolina, Maryland, Georgia, Florida, Pennsylvania, New Jersey, New York, Kentucky, Tennessee, Connecticut, Delaware, Ohio, West Virginia, Wisconsin, and Missouri. Applicant is authorized to conduct operations in Florida, Georgia, North Carolina, South Carolina, and Virginia.

HEARING: November 16, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 19227 (Sub No. 70), filed July 27, 1959. Applicant: LEONARD BROS. TRANSFER & STORAGE CO., INC., 2595 Northwest 20th Street, Miami, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Missiles, space vehicles, space satellites, launching guidance, monitoring*, and *control units*, and *parts thereof*, requiring special equipment and handling for their transportation; (2) *launching, guidance monitoring and control units*, and *equipment* and *parts* of such missiles, space vehicles, space satellites, launching guidance, monitoring, and control units, when such units and equipment and parts are transported incidental to, or are transported in connection with, missiles, space vehicles, space satellites, and launching, guidance monitoring, and control units, requiring special equipment or handling for their transportation; and (3) *shipper-owned or government-owned trailers or transtainers* empty in return movement, when such trailers or transtainers have been used in the outbound transportation of the foregoing commodities, between points in California, on the one hand, and, on the other, points in Colorado, Florida, Idaho, Illinois, Kansas, Maine, Nebraska, Ohio, South Carolina, South Dakota, Texas, Utah, Washington, and Wyoming. Applicant is authorized to conduct operations in Florida, Alabama, Delaware, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Mississippi, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia, the District of Columbia, Connecticut, Maine, Massachusetts, Michigan, Missouri, New Hampshire, Vermont, Wisconsin, and California.

HEARING: November 4, 1959, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 19778 (Sub No. 32), filed July 27, 1959. Applicant: CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY, 516 West Jackson Boulevard, Chicago 6, Ill. Applicant's representative: Robert F. Munsell, 516 West Jackson Boulevard, Chicago 6, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Minneapolis, Minn., St. Paul, Minn., La Crosse, Wis., Austin and Mankato, Minn., as follows:

(1) Between Minneapolis-St. Paul, Minn., and La Crosse, Wis.: (a) from Minneapolis and St. Paul, Minn., over U.S. Highway 61 to La Crosse, Wis.; and (b) from Minneapolis, Minn., and St. Paul, Minn., over U.S. Highway 52 to its junction with Minnesota Highway 19 at Cannon Falls, Minn., thence over Minnesota Highway 19 to its junction with U.S. Highway 61, thence over U.S. Highway 61 to La Crosse, Wis.

(2) Between La Crosse, Wis., and Austin, Minn.: (a) from La Crosse, Wis., over U.S. Highway 16 to Austin, Minn.; and (b) from La Crosse, Wis., over U.S. Highway 16 to its junction with Minnesota Highway 44 near Hokah, Minn., thence over Minnesota Highway 44 to its junction with U.S. Highway 52, thence over U.S. Highway 52 to its junction with Minnesota Highway 80 at Fountain, Minn., thence over Minnesota Highway 80 to its junction with U.S. Highway 16 near Wykoff, Minn., thence over U.S. Highway 16 to Austin, Minn.

(3) Between Austin, Minn., and Mankato, Minn.: (a) from Austin, Minn., over U.S. Highway 16 to its junction with Minnesota Highway 109 near Alden, Minn., thence over Minnesota Highway 109 to its junction with Minnesota Highway 22 at or near Wells, Minn., thence over Minnesota Highway 22 to Mankato, Minn.; and (b) from Austin, Minn., over U.S. Highway 16 to its junction with Minnesota Highway 109 near Alden, Minn., thence over Minnesota Highway 109 to its junction with Minnesota Highway 22 at or near Wells, Minn., thence over Minnesota Highway 22 to its junction with Blue Earth County Trunk Highway 10, thence over said County Trunk Highway to its junction with Minnesota Highway 256 at Good Thunder, Minn., thence over Minnesota Highway 256 to Mankato, Minn.

(4) Between Mankato, Minn., and Minneapolis, Minn.: (a) from Mankato, Minn., over U.S. Highway 169 and Minnesota Highway 22 to their junction with Minnesota Highway 99 at St. Peter, Minn., thence over Minnesota Highway 99 to its junction with Minnesota Highway 13 south of Montgomery, Minn., thence over Minnesota Highway 13 to its junction with Minnesota Highway 21, thence over Minnesota Highway 21 to its junction with Rice County Highway 2, thence over Rice County Highway 2 to its junction with Minnesota Highway 19 at or near Lonsdale, Minn., thence over Minnesota Highway 19 to its junction with U.S. Highway 65, thence over U.S. Highway 65 to Minneapolis, Minn., and (b) from Mankato, Minn., over U.S. Highway 169 and Minnesota Highway 22 to their junction with Minnesota Highway 99 at St. Peter, Minn., thence over Minnesota Highway 99 to its junction with Minnesota Highway 13 south of Montgomery, Minn., thence over Minnesota Highway 13 to its junction with Minnesota Highway 21, thence over Minnesota Highway 21 to its junction with Rice County Highway 2, thence over Rice County Highway 2 to its junction with Minnesota Highway 19 at or near Lonsdale, Minn., thence over Minnesota Highway 19 to its junction with Minnesota Highway 218 at Northfield, Minn., thence over Minnesota Highway 218 to its junction with Minnesota Highway 55, thence over Minnesota Highway 55 to Minneapolis, Minn.; and (c) from Mankato, Minn., over U.S. Highway 169 and Minnesota Highway 22 to their junction with Minnesota Highway 99 at St. Peter, Minn., thence over Minnesota Highway 99 to its junction with Minnesota Highway 13 south of Montgomery, Minn., thence over Minnesota Highway 13 to its junction with Minnesota Highway 21, thence over Minnesota Highway 21 to its junction with Rice County Highway 2, thence over Rice County Highway 2 to its junction with Minnesota Highway 19 at or near Lonsdale, Minn., thence over Minnesota Highway 19 to its junction with Minnesota Highway 218 at Northfield, Minn., thence over Minnesota Highway 218 to its junction with Minnesota Highway 50, thence over Minnesota Highway 50 to its junction with U.S. Highway 65, thence over U.S. Highway 65 to Minneapolis, Minn.

(5) Between Mankato, Minn., and St. Paul, Minn.: (a) from Mankato, Minn., over U.S. Highway 169 and Minnesota Highway 22 to their junction with Minnesota Highway 99 at St. Peter, Minn., thence over Minnesota Highway 99 to its junction with Minnesota Highway 13 south of Montgomery, Minn., thence over Minnesota Highway 13 to its junction with Minnesota Highway 21, thence over Minnesota Highway 21 to its junction with Rice County Highway 2, thence over Rice County Highway 2 to its junction with Minnesota Highway 19 at or near Lonsdale, Minn., thence over Minnesota Highway 19 to its junction with Minnesota Highway 218 at Northfield, Minn., thence over Minnesota Highway 218 to St. Paul, Minn.; and (b) from Mankato, Minn., over U.S. Highway 169 and Minnesota Highway 22 to their junction with Minnesota Highway 99 at St. Peter, Minn., thence over Minnesota Highway 99 to its junction with Minnesota Highway 13 south of

Montgomery, Minn., thence over Minnesota Highway 13 to its junction with Minnesota Highway 21, thence over Minnesota Highway 21 to its junction with Rice County Highway 2, thence over Rice County Highway 2 to its junction with Minnesota Highway 19 at or near Lonsdale, Minn., thence over Minnesota Highway 19 to its junction with U.S. Highway 65 east of Little Chicago, Minn., thence over U.S. Highway 65 to its junction with Dakota County Trunk Highway 28, thence over said County Highway to its junction with Minnesota Highway 50 at Lakesville, Minn., thence over Minnesota Highway 50 to its junction with Minnesota Highway 128, thence over Minnesota Highway 218 to St. Paul, Minn.

(6) Between Austin, Minn., and Northfield, Minn.: from Austin, Minn., over U.S. Highway 218 to its junction with Minnesota Highway 218, at Owatonna, Minn., thence over Minnesota Highway 218 to Northfield, Minn.

(7) Between Owatonna, Minn., and Faribault, Minn.: from Owatonna, Minn., over U.S. Highway 65-Interstate Highway 35 to Faribault, Minn.

(8) Between the junction of U.S. Highway 52 and Minnesota Highway 20 and the junction of U.S. Highway 61 and Minnesota Highway 20: from the junction of U.S. Highway 52 and Minnesota Highway 20, over Minnesota Highway 20 to the junction of Minnesota Highway 20 and U.S. Highway 61, and return over these routes, serving the intermediate points of Newport, Chemolite Siding, Hastings, Cannon Falls, Red Wing, Wacouta, Frontenac, Lake City, Wabasha, Kellogg, Weaver, Whitman, Winona, Donehower, Dakota, River Junction, La Crescent, Minneha, Fort Snelling, Mendota, Radio, Rosemount, Farmington, Castle Rock, Northfield, Dundas, Faribault, Medford, Owatonna, Blooming Prairie, Lansing, Albert Lea, Armstrong, Alden, Wells, Minnesota Lake, Mapleton, Good Thunder, Mankato, Cleveland, Le Center, Montgomery, Lonsdale, Lakeville, Farmington, Dexter, Grand Meadow, Spring Valley, Wykoff, Fountain, Preston, Harmony, Canton, Prosper, Mabel, Spring Grove, Caledonia, Hokah, Lanesboro, Peterson, Rushford, and Houston, Minn., and the off-route points of Welch, Webster, and Brownsdale, Minn. Applicant is authorized to conduct operations in Iowa, Minnesota, and Wisconsin.

HEARING: November 16, 1959, in Room 926, Metropolitan Building, Second Avenue South and Third Street, Minneapolis, Minn., before Joint Board No. 142.

No. MC 20824 (Sub No. 14), filed September 16, 1959. Applicant: COMMERCIAL MOTOR FREIGHT, INC., OF INDIANA, 111 E. McCarty Street, Indianapolis, Ind. Applicant's attorney: Robert W. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over an alternate route, transporting: *General commodities* except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between the junction of U.S. Highway 31 and Indiana Highway 9, and the junction of U.S. Highway 52 and Indiana Highway 9, over Indiana Highway 9, serving no intermediate points and serving the junction of U.S. Highway 52 and Indiana Highway 9 for purposes of joinder only, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between Louisville, Ky., and South Bend and Fort Wayne, Ind., and between Cincinnati, Ohio, and Indianapolis, Ind. Applicant is authorized to conduct operations in Illinois, Indiana, Kentucky, and Ohio.

HEARING: November 13, 1959, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72.

No. MC 22276 (Sub No. 2), filed September 3, 1959. Applicant: TAYLOR TRUCKING COMPANY, a Corporation, 1350 Arlington Street, Cincinnati, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products*, and *meat by-products*, as defined by the Commission in *Modification of Permits of Motor Contract Carriers of Packing House Products*, 48 M.C.C. 23, from Cincinnati, Ohio, to points in Boone, Kenton, Campbell, Grant, Gallatin, and Pendleton Counties, Ky., and refused and damaged shipments of the above-specified commodities and *empty containers or other such incidental facilities* (not specified) used in transporting the above specified commodities on return. Applicant is authorized to conduct operations in Kentucky and Ohio.

HEARING: November 5, 1959, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 37.

No. MC 24115 (Sub No. 9), filed August 21, 1959. Applicant: D. H. KESSMAN, Box 95, Hamel, Ill. Applicant's attorney: Mack Stephenson, 208 East Adams Street, Springfield, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Vinegar*, in bulk, in tank vehicles, from Alton and Olney, Ill., to Converse, Mount Summit, Elwood, Muncie, Austin, Portland, Sweetser, Terre Haute, and Indianapolis, Ind., Lakeview, Mich., and Bloomdale, Ohio, and *rejected shipments* of vinegar on return; and (2) *vinegar stock*, in bulk, in tank vehicles, from Allegan, Bailey, Belding, Bangor, Benton Harbor, Fennville, Mears, Paw Paw, Scottville, and Sodus, Mich., to Alton and Olney, Ill., and *rejected shipments* of vinegar stock on return. Applicant is authorized to conduct operations in Illinois, Missouri, Indiana, Michigan, and Ohio.

HEARING: November 10, 1959, at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Examiner David Waters.

No. MC 28008 (Sub No. 4), filed September 17, 1959. Applicant: MIDWEST FREIGHT FORWARDING COMPANY, INC., 3220 South Wolcott Avenue, Chicago, 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 regular routes, transporting: *Liquid or dry commodities*, in collapsible tanks or bins, or the equivalent thereof, including but not limited to "Sealdtanks" and "Sealdbins," transported in or on standard motor vehicles, from, to and between all points which applicant is authorized to serve in the transportation of general commodities, with certain exceptions, in Illinois, Indiana, New York, New Jersey, Connecticut, Massachusetts, Ohio, and Pennsylvania, as authorized in Certificate MC 28008 and sub numbers thereunder.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 29886 (Sub No. 158), filed August 31, 1959. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. Applicant's attorney: Charles Pieroni, 523 Johnson Building, Muncie, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Electrically powered carts, towing trucks* and *similar electrically powered vehicles*, and *accessories* for such vehicles when moving with the aforementioned commodities, in truckaway service, from points in Shelby County, Tenn., Union County, Miss., and Alameda County, Calif., to points in the United States, including Alaska, and on return, such of the aforementioned commodities as are being returned to the manufacturer for rebuilding, resale, repair, or which are for demonstration or show purposes, or which which have been damaged or rejected. Applicant is authorized to conduct operations throughout the United States.

HEARING: October 30, 1959, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 30237 (Sub No. 9), filed August 21, 1959. Applicant: LOTA H. YEATTS, doing business as YEATTS TRANSFER COMPANY, P.O. Box 406, Altavista, Va. Applicant's attorney: Wilbert G. Burnette, 302 Seventh Street, P.O. Box 859, Lynchburg, Va. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, (1) between Rocky Mount, Va., and Altavista, Va.; (2) from Rocky Mount, Va., to points in Delaware, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, West Virginia, Virginia, and the District of Columbia; and (3) *damaged or refused new furniture*, from points in the above-specified destination states, to Rocky Mount and Altavista, Va. Applicant is authorized to conduct operations in New Jersey, Virginia, New York, Pennsylvania, Maryland, Delaware, North Carolina, Ohio, West Virginia, and the District of Columbia.

NOTE: Applicant states it proposes to conduct operations between Altavista and Rocky Mount for direct movement from either of these points, or from both points to interstate destinations it is now authorized to serve, or may be authorized to serve, and also the State of Virginia.

HEARING: November 17, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 34772 (Sub No. 6), filed May 28, 1959. Applicant: CLARENCE

REINKENSMEIER, doing business as, GEM TRANSFER, 220 East Maple Street, Nashville, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Conveyor chain and steel flight*, and *parts* thereof, between Nashville, Ill., on the one hand, and, on the other, Indiana and Charleroi, Pa., Logan and Mabscott, W. Va., and Jenkins and Ashland, Ky. Applicant is authorized to conduct operations in Illinois and Missouri.

HEARING: November 10, 1959, at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Examiner David Waters.

No. MC 35439 (Sub No. 5), filed July 15, 1959. Applicant: HENRY SAMPLE, JR., RAYMOND SAMPLE, JAMES McCULLOUGH AND JAMES T. NICHOLS, doing business as SAMPLE TRUCK LINE, East Main Street, Tupelo, Miss. Applicant's attorney: John Paul Jones, 1012 Home Federal Building, Memphis 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, from Nettleton, Miss., to Memphis, Tenn. Applicant is authorized to conduct operations in Mississippi and Tennessee.

HEARING: November 17, 1959, at the Robert E. Lee Hotel, Jackson, Miss., before Joint Board No. 229, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 35628 (Sub No. 225), filed August 31, 1959. Applicant: INTERSTATE MOTOR FREIGHT SYSTEM, a corporation, 134 Grandville SW., Grand Rapids, Mich. Applicant's attorneys: Warner, Norcross & Judd *and* Leonard D. Verdier, Jr., 300 Michigan Trust Building, Grand Rapids 2, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities* except Class A and B explosives, household goods as defined by the Commission, and commodities in bulk (except scrap metal in bulk), serving Sharpsville, Ind., as an off-route point in connection with applicant's authorized regular route operations between Indianapolis, Ind., and Kokomo, Ind., as authorized at Sheet 8 of Certificate No. MC 35628. Applicant is authorized to conduct operations in Delaware, Illinois, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Jersey, New York, Ohio, Pennsylvania, West Virginia, Wisconsin, and the District of Columbia.

HEARING: November 9, 1959, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72.

No. MC 41116 (Sub No. 4), filed August 17, 1959. Applicant: LOIS M. FOGLEMAN, doing business as FOGLEMAN TRUCK LINE, 1001 West Northern Avenue, Crowley, La. Applicant's attorney: P. J. Chappuis II, Crowley, La. Authority sought to operate as a *contract carrier*, by motor vehicle, over *irregular routes*, transporting: *Salt*, from Anse LaButte, La., to points in Arkansas, Alabama, and Mississippi. Applicant is authorized to conduct operations in Louisiana.

NOTE: Applicant states that the above transportation will be performed by the Gordy Salt Company, Inc.

HEARING: November 10, 1959, at the Federal Office Building, New Orleans, La., before Examiner Gerald F. Colfer.

No. MC 41404 (Sub No. 19), filed August 6, 1959. Applicant: ARGO COLLIER TRUCK LINES CORPORATION, Fulton Highway, Martin, Tenn. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cleaning compounds, washing compounds, soap, soap products, lye, lime, shortening, vegetable oils, vegetable oil compounds, glycerine*, and *oleomargarine*, from Chicago, Ill., to points in Arkansas and Kentucky. Applicant is authorized to conduct operations in Alabama, Connecticut, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, and Wisconsin.

HEARING: November 4, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 43038 (Sub No. 414), filed August 3, 1959. Applicant: COMMERCIAL CARRIERS, INC., 3399 East McNichols Road, Detroit 12, Mich. Applicant's attorney: George S. Dixon, Guardian Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicles*, except trailers, *motor vehicle bodies, motor vehicle cabs*, and *motor vehicle chassis*, and *show displays* moving in connection therewith, in secondary movements, by truckaway and driveaway methods, from Texarkana, Tex., to Texarkana, Ark. Applicant is authorized to conduct operations in Alabama, Arkansas, Colorado, the District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Massachusetts, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

HEARING: November 5, 1959, at the Arkansas Commerce Commission, Little Rock, Ark., before Joint Board No. 152, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 43654 (Sub No. 42), filed August 4, 1959. Applicant: DIXIE OHIO EXPRESS, INC., 237 Fountain Street, P.O. Box 750, Akron, Ohio. Applicant's attorney: R. J. Reynolds, Jr., 1403 Citizens and Southern Nat'l Bank Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, serving White, Ga., as an off-route point in connection with applicant's authorized regular route operations between Chattanooga, Tenn., and Atlanta, Ga. Applicant is authorized to conduct operations in Tennessee, Ohio, Georgia, Alabama, New York, Pennsylvania, and Kentucky.

HEARING: November 3, 1959, at the Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 101, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 44128 (Sub No. 25), filed July 30, 1959. Applicant: THE TRANSPORT CORPORATION, 126 South Main Street, Blackstone, Va. Applicant's attorney: James E. Wilson, Perpetual Bldg., 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Reconstituted, or homogenized, or reconstructed or blended tobacco* including *tobacco stems, dust, slivers*, and *refuse* of manufacturing machines, and *tobacco partially manufactured* by any other method of processing but excluding manufactured tobacco finished and ready for sale to wholesalers, retailers, or consumers when moving alone or in mixed shipments with unmanufactured tobacco, and *empty containers* for the above-specified commodities, between points in North Carolina, Virginia, South Carolina, Maryland, Georgia, Florida, Pennsylvania, New Jersey, New York, Kentucky, Tennessee, Connecticut, Delaware, Ohio, West Virginia, Wisconsin, and Missouri. Applicant is authorized to conduct operations in Connecticut, Delaware, Florida, Georgia, Kentucky, Maryland, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, and the District of Columbia.

HEARING: November 16, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 44445 (Sub No. 6), filed August 31, 1959. Applicant: HAROLD KLEIN CARTAGE, INC., 5278 North Sherman Boulevard, Milwaukee 9, Wis. Applicant's attorney: Claude J. Jasper, Suite 616–617 Tenney Building, 110 East Main Street, Madison 3, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes transporting: *Meats, meat products* and *meat by-products* and *articles distributed by meat packing houses* as described in sections A and C of appendix to 46 M.C.C. 23, from Milwaukee, Wis., to points in Sauk, Columbia, and Green Counties, Wis., and Lake and McHenry Counties, Ill. Applicant is authorized to conduct operations in Wisconsin.

HEARING: November 9, 1959, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 13.

No. MC 50069 (Sub No. 217), filed August 28, 1959. Applicant: REFINERS TRANSPORT & TERMINAL CORPORATION, 2111 Woodward Avenue, Detroit 1, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting:

Paint, lacquers, lacquer sealer, enamels, varnishes, stains, thinners, and *finishing materials* used in the manufacture of furniture, in bulk, in tank vehicles, between Grand Rapids, Mich., on the one hand, and, on the other, points in New York, Pennsylvania, Virginia, Tennessee, Kentucky, North Carolina, South Carolina, Georgia, Florida, Alabama, and Mississippi. Applicant is authorized to conduct operations in Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

HEARING: November 4, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James I. Carr.

No. MC 50132 (Sub No. 67), filed July 9, 1959. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Applicant's representative: Fred H. Figge, Central & Southern Truck Lines, Inc., (same address as applicant). Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Meat products, dairy products, fish products, with or without other ingredients,* and *combinations of such products encased in dough,* and *bakery products,* when transported in vehicles equipped with temperature controlled, mechanically refrigerating units, from Hopkinsville, Ky., to points in Alabama, Arkansas, Florida, Georgia, Indiana, Louisiana, Mississippi, and Tennessee. Applicant is authorized to conduct operations in Alabama, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Mexico, North Carolina, Ohio, Oklahoma, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, assigned Docket No. MC 50132 (Sub No. 38).

HEARING: November 12, 1959, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Hugh M. Nicholson.

No. MC 50132 (Sub No. 69), filed July 20, 1959. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Meat, packinghouse products, meat by-products, dairy products,* and *articles* distributed by meat packinghouses when transported in mechanically refrigerated trucks and trailers, from the plant site of Bryan Brothers Packing Company, West Point (Clay County), Miss., to Birmingham and Mobile, Ala., New Orleans, La., and Pensacola, Fla. Applicant is authorized to conduct operations in Illinois, Louisiana, Arkansas, Missouri, Tennessee, Kentucky, North Carolina, South Carolina, Nebraska, Michigan, Minnesota, Maryland, New Mexico, Oklahoma, Texas, Wisconsin, West Virginia, Florida, California, Connecticut, Colorado, Kansas, Mississippi, Alabama, Georgia, Virginia, Indiana, Ohio, and Massachusetts.

NOTE: A proceeding has been instituted under section 212(c), in No. MC 50132 Sub No. 38, to determine whether applicant's status is that of a contract or common carrier.

HEARING: November 20, 1959, at the Robert E. Lee Hotel, Jackson, Miss., before Examiner Gerald F. Colfer.

No. MC 50132 (Sub No. 71), filed August 10, 1959. Applicant: CENTRAL & SOUTHERN TRUCK LINES, INC., 312 West Morris Street, Caseyville, Ill. Authority sought to operate as a *contract or common carrier,* by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, dairy products* and *articles distributed by meat packing houses,* from Glenwood (Mills County), Iowa, to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, South Carolina, Tennessee, Virginia, and West Virginia. Applicant states it transports exempt commodities on return. Applicant is authorized to conduct operations in Illinois, Louisiana, Missouri, Arkansas, Tennessee, Kentucky, North Carolina, South Carolina, Nebraska, Kansas, Mississippi, Alabama, Georgia, Indiana, Virginia, Ohio, Florida, West Virginia, Arizona, New Mexico, California, Iowa, Colorado, Connecticut, Massachusetts, Michigan, Minnesota, Maryland, Oklahoma, Texas, and Wisconsin.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, assigned Docket No. MC 50132 (Sub No. 38).

HEARING: November 16, 1959, at the Rome Hotel, Omaha, Nebr., before Examiner Reece Harrison.

No. MC 52657 (Sub. No. 575), filed September 11, 1959. Applicant: ARCO AUTO CARRIERS, INC., 7530 South Western Avenue, Chicago 20, Ill. 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: *Communication shelters,* equipped, from Rochester, N.Y., to points in the United States, including Alaska. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 2, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner William P. Sullivan.

No. MC 55896 (Sub No. 7), filed September 18, 1959. Applicant: RAY WILLIAMS FREIGHT LINES, INC., 1750 Southfield Road, P.O. Box 403, Lincoln Park, Mich. Applicant's attorney: Rex Eames, 1800 Buhl Building, Detroit 26, Michigan. Authority sought to operate as a *common carrier,* by motor vehicle, over regular routes, transporting: *Liquid commodities, dry commodities,* in containers, including but not limited to Sealdtanks and Sealdbins when transported in standard vehicles, over the routes and in the territory, including all off-route points and intermediate points authorized to be served by applicant in Certificate No. MC 55896 and Subs thereunder covering the transportation of general commodities, with certain exceptions, in the states of Michigan, Ohio, Indiana, and Illinois.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 56637 (Sub No. 9), filed August 4, 1959. Applicant: R. C. A. TRUCK LINES, INC., P.O. Box 989, Rome, Ga. Applicant's attorney: R. J. Reynolds, Jr., 1403 Citizens & Southern Nat'l Bank Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier,* by motor vehicle, over regular routes, transporting: *General commodities,* except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, serving White, Ga., located approximately 7½ miles north of Cartersville, Ga., as an off-route point in connection with applicant's authorized regular route operations between Atlanta, Ga., and Rome, Ga. Applicant is authorized to conduct operations in Georgia and Tennessee.

HEARING: November 3, 1959, at the Georgia Public Service Commission, 244 Washington Street, SW., Atlanta, Ga., before Joint Board No. 101, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 61403 (Sub No. 43), filed August 13, 1959. Applicant: THE MASON AND DIXON TANK LINES, INC., Wilcox Drive, Kingsport, Tenn. Authority sought to operate as a *common carrier,* by motor vehicle, over *irregular routes,* transporting: *Flavoring syrups,* in bulk, in tank vehicles, from Louisville, Ky., to points in North Carolina. Applicant is authorized to conduct operations in Alabama, Arkansas, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: November 19, 1959, at the Kentucky Hotel, Louisville, Ky., before Examiner Hugh M. Nicholson.

No. MC 64932 (Sub No. 261), filed August 17, 1959. Applicant: ROGERS CARTAGE CO., a Corporation, 1934 South Wentworth Avenue, Chicago, 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: *Synthetic resins* and *synthetic resin compounds,* in bulk, in tank vehicles, from Illiopolis, Ill., to points in Indiana and Wisconsin. Applicant is authorized to conduct opera-

tions in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, West Virginia, and Wisconsin.

HEARING: November 18, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 17.

No. MC 64932 (Sub No. 262), filed September 17, 1959. Applicant: ROGERS CARTAGE CO., a Corporation, 1934 South Wentworth Avenue, Chicago, 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: *Liquid or dry commodities*, in collapsible or rigid tanks or bins, or the equivalent thereof, including but not limited to "Sealtanks" and "Sealdbins" from, to and between all points which applicant is authorized to serve in the transportation of said specified liquid or dry commodities, in all States in the continental United States, Alaska, and the District of Columbia, as authorized in Certificate No. MC 64932 and sub numbers thereunder.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 64994 (Sub No. 30), filed July 31, 1959. Applicant: HENNIS FREIGHT LINES, INC., P.O. Box 612, Winston-Salem, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Applicant's representative: Frank C. Phillips, P.O. Box 612, Winston-Salem, N.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, livestock, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Scottsville (Albemarle County), Va., and Akron, Ohio. Applicant is authorized to conduct regular and irregular route operations in Delaware, Florida, Georgia, Illinois, Indiana, Maryland, Massachusetts, Michigan, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Virginia, West Virginia, and the District of Columbia.

NOTE: Applicant states it proposes to operate through Charleston, W. Va., as a gateway, but with no service at Charleston, W. Va., except as otherwise authorized.

HEARING: November 2, 1959, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 312.

No. MC 65525 (Sub No. 12, filed August 19, 1959. Applicant: WHITE BROTHERS TRUCKING CO., a corporation, Wasco, Ill. Applicant's representative: George S. Mullins, 4704 West Irving Park Road, Chicago 41, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Prestressed concrete structural members, slabs and shapes*, from Plano, Ill., to points in Indiana, Iowa, and Wisconsin; (2) *concrete conduit and installation accessories*, from Naperville, St. Charles and Franklin Park, Ill., to points in Indiana, Iowa, and Wisconsin. Applicant is authorized to conduct operations in Illinois, Indiana, Wisconsin, Michigan, Ohio, Pennsylvania, New York, Arkansas, Alabama, Kentucky, Florida, Georgia, Louisiana, Minnesota, Missouri, and Tennessee.

HEARING: November 3, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 66562 (Sub No. 1548), filed August 20, 1959. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including Class A and B explosives*, moving in express service, limited to transportation of express shipments having a prior or subsequent rail or air haul, between Wausau, Wis., and Tomahawk, Wis.: from Wausau over Wisconsin County Highway W to Merrill; over undesignated road from Wisconsin County Highway W to Brokaw; and from Merrill over U.S. Highway 51 to Tomahawk, and return over said routes; also over U.S. Highway 51 between Merrill and Wausau for operating convenience, serving in connection with the above-described routes, the intermediate points of Merrill and Brokaw. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 10, 1959, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 96.

No. MC 68349 (Sub No. 24), filed August 24, 1959. Applicant: ROWE TRANSFER & STORAGE COMPANY, INC., 1319 Western Avenue SW., Knoxville, Tenn. Applicant's attorney: Hugh A. Tapp, 500 Burwell Building., Knoxville, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Missiles, space vehicles, space satellites, launching, guidance, monitoring and control units*, and *parts thereof*, requiring special equipment and handling for their transportation; (b) *launching, guidance, monitoring and control units*, and *equipment* and *parts* of such missiles, space vehicles, space satellites, launching, guidance, monitoring and control units when such units and equipment and parts are transported incidental to, or in connection with, all of the above-described commodities, requiring special equipment and handling for their transportation; and (c) *Shipper-owned or government-owned trailers*, empty, in return movement, when such trailers have been used in the outbound transportation of the foregoing commodities, between points in Tennessee, Mississippi, Alabama, Georgia, Kentucky, South Carolina, Florida, Arkansas, Ohio, Indiana, Virginia, and North Carolina, on the one hand, and, on the other, points in California, Colorado, Florida, Idaho, Illinois, Kansas, Maine, Nebraska, Ohio, South Dakota, Texas, Utah, Washington, and Wyoming. Applicant is authorized to conduct operations in Tennessee, Georgia, South Carolina, North Carolina, Kentucky, Alabama, Florida, Mississippi, Arkansas, Ohio, Indiana, Virginia, West Virginia, and Pennsylvania.

HEARING: November 4, 1959, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 69116 (Sub No. 49), filed September 17, 1959. Applicant: SPECTOR FREIGHT SYSTEM, INC., 3100 South Wolcott, Chicago 8, 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, regular and irregular routes, transporting: *Liquid or dry commodities*, in collapsible tanks or bins, or the equivalent thereof, including but not limited to "Sealdtanks" and "Sealdbins", transported in or on standard motor vehicles, from, to and between all points which applicant is authorized to serve in the transportation of general commodities, with certain exceptions, in Kansas, Iowa, Missouri, Illinois, Minnesota, Wisconsin, Indiana, Ohio, New York, Pennsylvania, Maryland, New Jersey, Connecticut, Rhode Island, Massachusetts, West Virginia, Virginia, Delaware, Michigan, and the District of Columbia, as authorized in Certificate MC69116 and sub numbers thereunder.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 70451 (Sub No. 215), filed September 17, 1959. Applicant: WATSON BROS. TRANSPORTATION CO., INC., 1910 Harney Street, Omaha, Nebr. Applicant's attorney: David Axelrod 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Liquid or dry commodities*, in collapsible tanks or bins, or the equivalent thereof, including but not limited to "Sealdtanks" and "Sealdbins", transported in or on standard motor vehicles, from, to and between all points which applicant is authorized to serve in the transportation of general commodities, with certain exceptions, in Arizona, California, Colorado, Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, New Mexico, Wisconsin, Wyoming, Nevada, Oklahoma, Texas, and Utah, as authorized in Certificate MC 70451 and sub numbers thereunder.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 71478 (Sub No. 25), filed September 18, 1959. Applicant: THE CHIEF FREIGHT LINES COMPANY, a Corporation, 1229½ Union Avenue, Kansas City 1, Mo. Applicant's attorney: Tom B. Kretsinger, Suite 1014–18 Temple Building, Kansas City 6, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over regular and irregular routes, transporting: *Liquid and dry commodities*, in containers, including but not limited to Sealdtank, Sealdbin, Sealdrum, and Nest-A-Bin containers, in or upon ordinary vehicles, over regular routes and in the territory,

including all termini and all intermediate and off-route points, authorized to be served by applicant in Certificate No. MC 71478 and sub numbers thereunder, in the transportation of general commodities, with exceptions, in Texas, Oklahoma, Kansas, and Missouri.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 71902 (Sub No. 63), filed July 21, 1959. Applicant: UNITED TRANSPORTS, INC., 4900 North Santa Fe Street, Oklahoma City 18, Okla. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis 3, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks* and *buses* (except trailers), in secondary movements by the truckaway and driveaway methods between Texarkana, Tex., and Texarkana, Ark. Applicant is authorized to conduct operations in Missouri, Oklahoma, Texas, Indiana, Ohio, Missouri, Kansas, New Mexico, Arizona, Tennessee, and Michigan.

HEARING: November 5, 1959, at the Arkansas Commerce Commission, Little Rock, Ark., before Joint Board No. 152, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 83539 (Sub No. 54), filed September 14, 1959. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, P.O. Box 5976, Dallas, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Missiles, space vehicles, space satellites, launching guidance, monitoring,* and *control units,* and *parts thereof,* requiring special equipment and handling for their transportation; (2) *launching guidance, monitoring* and *control units,* and *equipment* and *parts* of such missiles, space vehicles, space satellites, launching guidance, monitoring, and control units, when such units and equipment and parts are transported incidental to, or are transported in connection with missiles, space vehicles, space satellites, and launching guidance, monitoring, and control units, requiring special equipment and handling for their transportation; and (3) *shipper-owned or government-owned trailers,* empty, in return movement, when such trailers have been used in the outbound transportation of the foregoing commodities, between points in Alabama, Arkansas, Florida, Georgia, Indiana, Kentucky, Mississippi, North Carolina, Ohio, South Carolina, Tennessee and Virginia, on the one hand, and, on the other, points in Arizona, Colorado, Idaho, Illinois, Kansas, Louisiana, Maine, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming. Applicant is authorized to conduct operations in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Montana, Nevada, New Jersey, New Mexico, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Texas, Wisconsin, and Wyoming.

HEARING: November 4, 1959, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 86779 (Sub No. 24), filed July 10, 1959. Applicant: ILLINOIS CENTRAL RAILROAD COMPANY, a corporation, 135 East 11th Place, Chicago 5, Ill. Applicant's attorney: Urchie B. Ellis, same address as applicant. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including articles of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk,* and *those requiring special equipment,* (1) between Vicksburg, Miss., and Shreveport, La., over U.S. Highway 80, serving all intermediate and off-route points which are stations on the Illinois Central Railroad Company, and all connecting roads necessary to reach all off-route points; and (2) between Ada, La., and junction U.S. Highway 80 and Louisiana Highway 157, from Ada over U.S. Highway 80 to junction Louisiana Highway 7, thence over Louisiana Highway 7 to junction Louisiana Highway 164 at Sibley, La., thence over Louisiana Highway 164 to junction Louisiana Highway 157 near Haughton, La., thence over Louisiana Highway 157 to junction U.S. Highway 80, and return over the same route, serving all intermediate and off-route points which are stations on the Illinois Central Railroad Company, and all connecting roads necessary to reach all off-route points. Applicant states the proposed service is a request for substituted service authority, subject to the following proposed restrictions: (1) The service by motor vehicle to be performed by applicant shall be limited to service which is auxiliary to or supplemental of rail service; (2) Applicant shall not serve any point not a station on its rail line; and (3) Such further or other specific conditions as the Commission in the future may find it necessary to impose in order to restrict said carrier's operations to service which is auxiliary to or supplemental of its rail service. Applicant is authorized to conduct operations in Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, South Dakota, Tennessee, and Wisconsin.

NOTE: Applicant states that the authority sought herein is proposed to be tacked to existing routes at Vicksburg, Miss.

HEARING: November 18, 1959, at the Robert E. Lee Hotel, Jackson, Miss., before Joint Board No. 28, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 89706 (Sub No. 27), filed August 13, 1959. Applicant: MOTORWAY CORPORATION, 1185 Alum Creek Drive, Columbus, Ohio. Applicant's attorney: Richard H. Brandon, Hartman Building, Columbus 15, Ohio. Authority sought to operate as a *contract carrier*, by motor vehicle, over *irregular routes*, transporting: *Building, paving or roofing materials,* as more specifically set forth in the application, from Franklin, Ohio to points in West Virginia and points in that part of Pennsylvania on and west of a line beginning at the New York-Pennsylvania State line at U.S. Highway 219, thence along U.S. Highway 219, to the Pennsylvania-Maryland State line, and *refused, returned and rejected shipments* of the above-described commodities, on return. Applicant is authorized to conduct operations in Ohio, West Virginia, Kentucky, Indiana, Pennsylvania, Michigan, Illinois, Missouri, New York, New Jersey, and Maryland.

NOTE: A proceeding has been instituted under section 212(c), in No. MC 89706 Sub No. 26, to determine whether applicant's status is that of a contract or common carrier.

HEARING: November 3, 1959, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 59.

No. MC 89723 (Sub No. 19), filed June 25, 1959. Applicant: MISSOURI PACIFIC FREIGHT TRANSPORT COMPANY, 1218 Olive Street, St. Louis 3, Mo. Applicant's attorney: Toll R. Ware, Missouri Pacific Building, St. Louis 3, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such materials,* as are required for the construction, operation and maintenance, of Greers Ferry Dam, between the site of Greers Ferry Dam located near Haber Springs, Ark., on the one hand, and Searcy, Conway, and Batesville, Ark., on the other. Applicant is authorized to conduct operations in Arkansas, Louisiana, Missouri, and Tennessee.

NOTE: Applicant states that shipments transported shall be limited to those having an immediately prior or subsequent movement by rail.

HEARING: November 6, 1959, at the Arkansas Commerce Commission, Little Rock, Ark., before Joint Board No. 215, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 92983 (Sub No. 364), filed July 17, 1959. Applicant: ELDON MILLER, INC., 330 East Washington, Iowa City, Iowa. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement,* in bulk, between points in Iowa, Kansas, Missouri, and Oklahoma. Applicant is authorized to conduct operations in Alabama, Arkansas, Colorado, Connecticut, the District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and Wyoming.

HEARING: November 2, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 93980 (Sub No. 30), filed July 30, 1959. Applicant: VANCE TRUCKING COMPANY, INCORPORATED, Dabney Drive, P.O. Box 336, Henderson, N.C. Applicant's attorney: James E. Wilson, Perpetual Bldg., 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Reconstituted, or homog-*

enized, or reconstructed or blended tobacco including *tobacco stems, dust, slivers,* and *refuse* of manufacturing machines, and *tobacco partially manufactured* by any other method of processing but excluding manufactured tobacco finished and ready for sale to wholesalers, retailers, or consumers when moving alone or in mixed shipments with unmanufactured tobacco, and *empty containers* for the above-specified commodities, between points in North Carolina, Virginia, South Carolina, Maryland, Georgia, Florida, Pennsylvania, New Jersey, New York, Kentucky, Tennessee, Connecticut, Delaware, Ohio, West Virginia, Wisconsin, and Missouri. Applicant is authorized to conduct operations in Delaware, Florida, Georgia, Kentucky, Maryland, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

HEARING: November 16, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 95540 (Sub No. 313), filed August 20, 1959. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Meats, meat products* and *articles distributed by meat packing houses* as described in Appendix 1 to the report in *Descriptions in Motor Carrier Certificates,* 61 M.C.C. 209, 272–273, from Watertown, S. Dak., to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and points in Louisiana, on and east of the Mississippi River, including the Commercial Zones of Baton Rouge and New Orleans, La. Applicant is authorized to conduct operations in Alabama, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts; Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

NOTE: Common control may be involved.

HEARING: November 6, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 95540 (Sub No. 314), filed August 21, 1959. Applicant: WATKINS MOTOR LINES INC., Cassidy Road, P.O. Box 785, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products,* and *meat by-products,* as defined by the Commission, from Des Moines and Glenwood, Iowa, to points in Mississippi, Memphis, Tenn., and to points in Louisiana on and east of the Mississippi River including the Commercial Zones of Baton Rouge and New Orleans, La. Applicant is authorized to conduct operations in Alabama, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

NOTE: Common control may be involved.

HEARING: November 12, 1959, at the Federal Office Building, 600 South Street, New Orleans, La., before Examiner Gerald F. Colfer.

No. MC 95540 (Sub No. 315), filed August 24, 1959. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, P.O. Box 785, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products* and *articles distributed by meat packing houses,* as defined by the Commission, from St. Joseph, Mo., to points in Mississippi, and New Orleans, La. Applicant is authorized to conduct operations in Alabama, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

NOTE: Common control may be involved.

HEARING: November 4, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 95540 (Sub No. 316), filed September 8, 1959. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Frozen foods,* from Crozet, Va., to points in Arkansas, Kentucky, Oklahoma, Tennessee, and Texas. Applicant is authorized to conduct operations in Alabama, Arkansas, California, Connecticut, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland Massachusetts, Michigan, Minnesota, Mississippi, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

HEARING: November 6, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Herbert L. Hanback.

No. MC 95627 (Sub No. 26), filed August 20, 1959. Applicant: EUGENE NELMS, P.O. Box 912, Suffolk, Va. Applicant's attorney: Harry F. Gillis, Mills Building, Washington, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Malt beverages,* (1) from Cleveland, Ohio, to Charlottesville, Farnham, Fredericksburg, Lynchburg, Newport News, Norfolk, Richmond, South Hill, and Tappahannock, Va.; (2) from Atlanta, Ga., to Fredericksburg and Norfolk, Va.; and *empty containers,* from the above-specified destination points to Cleveland, Ohio, and Atlanta, Ga. Applicant is authorized to conduct operations in Connecticut, the District of Columbia, Maryland, Massachusetts, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, and Virginia.

HEARING: November 18, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 100666 (Sub No. 34), filed June 8, 1959. Applicant: MELTON TRUCK LINES, INC., P.O. Box 128, Crossett, Ark. Applicant's attorney: Max G. Morgan, 443–54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lumber* and *lumber products,* between points in Louisiana and Mississippi. Applicant is authorized to conduct operations in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, Tennessee, and Texas.

HEARING: November 9, 1959, at the Louisiana Public Service Commission, Baton Rouge, La., before Joint Board No. 28, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 103051 (Sub No. 79), filed July 6, 1959. Applicant: WALKER HAULING CO., INC., 624 Penn Avenue NE., Atlanta 8, Georgia. Applicant's attorney: R. J. Reynolds, Jr., Suite 1403 C & S National Bank Building, Atlanta 3, Georgia. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Liquid wood preservatives,* in bulk, in tank vehicles, from points in Rockdale County, Ga. to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee. Applicant is authorized to conduct operations in Alabama, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Ohio, South Carolina, Tennessee, Texas, and Virginia.

HEARING: November 6, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 103051 (Sub No. 80), filed July 9, 1959. Applicant: WALKER HAULING CO., INC., 624 Penn Avenue NE., Atlanta 8, Ga. Applicant's attorney: R. J. Reynolds, Jr., Suite 1403 C & S National Bank Building, Atlanta, Ga. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Vegetable oils,* in bulk, in tank vehicles, between points in Mecklenburg County, N.C., on the one hand, and, on the other, points in Georgia and South Carolina. Applicant is authorized to conduct operations in Alabama, Georgia, Delaware, Florida, Indiana, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Ohio, Tennessee, Texas, and Virginia.

HEARING: November 2, 1959, at the Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 130, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 103051 (Sub No. 81), filed July 23, 1959. Applicant: WALKER HAULING CO., INC., 624 Penn Avenue NE., Atlanta 8, Ga. Applicant's attorney: R. J. Reynolds, Jr., 1403 C & S National Bank Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Oils and fats*, and *blends thereof*, in bulk, in tank vehicles, between points in Arkansas, Florida, Michigan, and Kentucky, except points in Jefferson County, Ky., on the one hand, and, on the other, points in Hamilton County, Tenn. Applicant is authorized to conduct operations in Alabama, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Ohio, South Carolina, Tennessee, Texas, and Virginia.

HEARING: November 6, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 103051 (Sub No. 84), filed August 21, 1959. Applicant: WALKER HAULING CO., INC., 624 Penn Avenue NE., Atlanta 8, Ga. Applicant's attorney: R. J. Reynolds, Jr., 1403 Citizens & Southern Nat'l Bank Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phosphate rock*, in bulk, from points in Decatur County, Ga., to points in Houston County, Ala., Jackson County, Fla., and to all points in Georgia. Applicant is authorized to conduct operations in Alabama, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Ohio, South Carolina, Tennessee, Texas, and Virginia.

HEARING: November 2, 1959, at the Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 99, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 103378 (Sub No. 136), filed July 23, 1959. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building., Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fly ash* or *coke ash*, in bulk, and in bags or packages, (1) from points in Georgia to points in Florida, South Carolina, North Carolina, and that part of Tennessee on and east of U.S. Highway 27, and (2) between points in Georgia. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

HEARING: November 4, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 103378 (Sub No. 137), filed July 23, 1959. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Naval stores*, in bulk, between points in Georgia. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

HEARING: November 2, 1959, at the Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 101, or if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 103378 (Sub No. 139), filed July 24, 1959. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, in bulk, and in bags or packages, from points in Blount and Shelby Counties, Ala., to points in Georgia, South Carolina, North Carolina, Florida, and Tennessee. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

HEARING: November 4, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 103378 (Sub No. 140), filed August 13, 1959. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fly ash* or *coke ash*, in bulk, in tank or hopper type vehicles, and in bags, (a) from points in Walker, Washington, Mobile, and Etowah Counties, Ala., to points in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, Tennessee, and Texas, and (b) from points in Georgia to points in Alabama. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

HEARING: November 4, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 103378 (Sub No. 141), filed August 13, 1959. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Sodium sulfahydrate*, in bulk, in tank vehicles, from Cartersville, Ga., and Charleston, W. Va., to Gretna, La., and points within 15 miles thereof, and (b) *Monochlorobenzine*, in bulk, in tank vehicles, from Cartersville, Ga., to McIntosh, Ala., and points within 15 miles thereof. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

HEARING: November 4, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 103378 (Sub No. 142), filed August 13, 1959. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chloronated phenol petroleum solution* and *liquid preservative* with *liquid phenol base*, in bulk, in tank vehicles, from Kalamazoo, Mich., to Conyers, Ga. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

HEARING: November 4, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 103378 (Sub No. 143), filed August 14, 1959. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over *irregular routes*, transporting: *clay slurry*, in bulk, in tank vehicles, from points in Twiggs County, Ga., to points in Florida, Alabama, Mississippi, Louisiana, Texas, Tennessee, South Carolina, North Carolina, Virginia, and Maryland. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

HEARING: November 4, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 103378 (Sub No. 144), filed August 17, 1959. Applicant: PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carbon black*, in bulk, from Cabot and Tate Cove, La., and points within 15 miles thereof, to Gadsden, Ala. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

HEARING: October 30, 1959, at the U.S. Court Rooms, Montgomery, Ala., before Joint Board No. 165, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 103880 (Sub No. 196), filed September 17, 1959. Applicant: PRODUCERS TRANSPORT INC., 224 Buffalo Street, New Buffalo, Mich. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid or dry commodities*, in collapsible or rigid tanks or bins, or the equivalent thereof, including but not limited to "Sealdtanks" and "Sealdbins", from, to and between all points which applicant is authorized to serve in the transportation of said specified liquid or dry commodi-

ties in Indiana, Michigan, Ohio, Illinois, Wisconsin, Kentucky, Missouri, West Virginia, Pennsylvania, Iowa, New York, Virginia, Connecticut, Massachusetts, Kansas, Minnesota, Tennessee, Mississippi, North Carolina, South Carolina, Alabama, Florida, Georgia, Louisiana, Oklahoma, Texas, Rhode Island, Delaware, Maryland, Maine, New Jersey, Vermont, and New Hampshire, as authorized in Certificate MC 103880 and sub numbers thereunder.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 104004 (Sub No. 146), filed September 21, 1959. Applicant: ASSOCIATED TRANSPORT, INC., 380 Madison Avenue, New York, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Kingsport, Tenn., and Cincinnati, Ohio, from Kingsport, Tenn., over U.S. Highway 11W to the intersection of U.S. Highway 11W and U.S. Highway 25E at Tate Springs, Tenn., thence north on U.S. Highway 25E to Corbin, Ky., thence over U.S. Highway 25 to Lexington, Ky., and and thence over U.S. Highway 27 to Cincinnati, Ohio, and return over the same route serving no intermediate points. Applicant is authorized to conduct operations in Connecticut, Delaware, Georgia, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, Massachusetts, Rhode Island, and the District of Columbia.

HEARING: November 16, 1959, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Hugh M. Nicholson.

No. MC 105272 (Sub No. 8), filed August 7, 1959. Applicant: LOWELL SEURING, doing business as LOWELL SEURING TRANSFER CO., 216 South Adams Avenue, Freeport, Ill. Applicant's representative: George S. Mullins, 4704 West Irving Park Road, Chicago 41, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Vinegar*, in bulk, in tank vehicles, from Freeport, Ill., to points in Indiana, Iowa, Michigan, Minnesota, and Missouri. *Concrete silos, concrete silo parts* and *materials used in the construction of silos*, from Plainfield, Ill., to points in Kentucky and New Jersey. Applicant is authorized to conduct operations in California, Colorado, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Maryland, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New York, North Dakota, Ohio, Oregon, Pennsylvania, South Dakota, Tennessee, Virginia, Washington, West Virginia, and Wisconsin.

HEARING: November 3, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 105553 (Sub No. 26), filed August 20, 1959. Applicant: C. J. SIMPSON TRUCKING CO., INC., 4224 West Illinois Street, Dallas, Tex. Applicant's attorney: James W. Wrape, 2111 Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (a) *Missiles, space vehicles, space satellites, launching, guidance, monitoring and control units*, and *parts thereof*, requiring special equipment and handling for their transportation; (b) *Launching, guidance, monitoring and control units*, and *equipment* and *parts* of such missiles, space vehicles, space satellites and launching, guidance, monitoring and control units when such units and equipment and parts are transported incidental to, or in connection with, all of the above-described commodities, requiring special equipment and handling for their transportation; and (c) *Shipper-owned or government-owned trailers*, empty, in return movement, when such trailers have been used in the outbound transportation of the foregoing commodities, between points in Tennessee, Mississippi, Alabama, Georgia, Kentucky, South Carolina, Florida, Arkansas, Ohio, Indiana, Virginia, and North Carolina, on the one hand, and, on the other, points in Texas, Arkansas, Louisiana, Mississippi, New Mexico, and Oklahoma. Applicant is authorized to conduct operations in Tennessee, Arkansas, Mississippi, Kansas, Louisiana, New Mexico, Oklahoma, Texas, Alabama, Georgia, Florida, Colorado, Wyoming, Utah, and Montana.

HEARING: November 4, 1959, at the New Mint Building, 133 Hermann Street, San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 106163 (Sub No. 14), filed June 22, 1959. Applicant: W. H. KING, HARRY E. KING AND FRANCIS A. KING, doing business as RED LINE TRANSFER AND STORAGE COMPANY, 219 West Barraqua Street, Pine Bluff, Ark. Applicant's attorney: Louis Tarlowski, Rector Building, Little Rock, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Greenville, Miss., and Little Rock, Pine Bluff, and the site of the U.S. Arsenal Plant at Baldwin, Ark. (located approximately 7 miles north of Pine Bluff), and points in Arkansas bounded by a line commencing at Pine Bluff and extending along the southeast bank of the Arkansas River to the west bank of the Mississippi River, thence along the west bank of the Mississippi River to the Arkansas-Louisiana State line, thence along the Arkansas-Louisiana State line to the east bank of the Ouachita River (approximately 5 miles east of Huttig, Ark.), thence along the east bank of the Ouachita River to Morobay, Ark., and thence along Arkansas Highway 15 to the point of beginning. RESTRICTION: (1) Restricted against shipments originating Memphis-Memphis Commercial Zone and points beyond (except Arkansas points), moving through Memphis gateway, destined to Greenville, Miss.; (2) shipments originating Greenville, Miss., destined to Memphis-Memphis Commercial Zone and points beyond, moving through Memphis gateway. Applicant is authorized to conduct operations in Arkansas and Tennessee.

HEARING: November 2, 1959, at the Arkansas Commerce Commission, Little Rock, Ark., before Joint Board No. 109, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 106603 (Sub No. 55), filed August 17, 1959. Applicant: DIRECT TRANSIT LINES, INC., 200 Colrain Street SW., Grand Rapids 8, Mich. Applicant's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over *irregular routes*, transporting: *Waste hydrated alumina*, from Holland, Mich., to Michigan City, Ind., and points within ten miles thereof. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, West Virginia, and Wisconsin.

HEARING: November 4, 1959, at the Olds Hotel, Lansing, Mich., before Joint Board No. 23.

No. MC 106603 (Sub No. 56), filed August 17, 1959. Applicant: DIRECT TRANSIT LINES, INC., 200 Colrain Street SW., Grand Rapids 8, Mich. Applicant's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over *irregular routes*, transporting: *Salt*, from Chicago, Ill., to points in the Lower Peninsula of Michigan and points in Indiana. Applicant is authorized to conduct operations in Michigan, Illinois, Indiana, Ohio, Wisconsin, Missouri, Iowa, West Virginia, and Kentucky.

HEARING: November 18, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 73.

No. MC 106977 (Sub No. 23), filed September 14, 1959. Applicant: T.S.C. MOTOR FREIGHT LINES, INC., 400 Pinckney Street, P.O. Box 2625, Houston, Tex. Applicant's attorney: Reagan Sayers, Century Life Building, Fort Worth 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Liquid and dry commodities*, in containers, including but not limited to collapsible tanks or bins, such as Sealdtank and Sealdbin containers, in and upon ordinary vehicles, over the routes and within the territory, including all off-route and intermediate points authorized to be served by applicant under Certificate No. MC 106977 and Subs thereunder, covering the transportation of general commodities, with certain exceptions, in the States of Louisiana, Mississippi, Texas, and Alabama.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James H. Gaffney.

No. MC 107107 (Sub No. 124), filed September 8, 1959. Applicant: ALTER-

MAN TRANSPORT LINES, INC., P.O. Box 65, Allapattah Station, Miami 42, Fla. Applicant's attorney: Frank B. Hand, Jr., 522 Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes transporting: (1) *Bakery products*, unfrozen, requiring refrigeration in transit, and (2) *Dairy products*, as described by the Commission, from Baltimore, Md., to points in North Carolina, South Carolina, and Georgia. Applicant is authorized to conduct operations in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

HEARING: November 4, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Michael B. Driscoll.

No. MC 107323 (Sub No. 34), filed September 14, 1959. Applicant: GILLILAND TRANSFER COMPANY, 21 West Sherdian, Fremont, 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 irregular routes, transporting: (1) *Fertilizer*, in bags or bulk, from Butler, Ind., to points in the lower peninsula of Michigan, and (2) *Salt*, in bags, packages, or bulk, from points in the Chicago, Ill., Commercial Zone, as defined by the Commission, to points in the lower peninsula of Michigan north of Michigan Highway 20. Applicant is authorized to conduct operations in Illinois, Indiana, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia, and Wisconsin.

HEARING: November 4, 1959, at the Olds Hotel, Lansing, Mich., before Joint Board No. 73.

No. MC 107475 (Sub No. 40), filed August 3, 1959. Applicant: DANCE FREIGHT LINES, INC., 286 New Circle Road, Lexington, Ky. Applicant's attorney: Allan Watkins, 214–216 Grant Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Athens, Ga., and Madison, Ga., from Athens, over U.S. Highways 129 and 441 to Madison, Ga., and return over the same route serving no intermediate points as an alternate route for operating convenience only, in connection with applicant's regular route operations. Applicant is authorized to conduct operations in Georgia, Illinois, Indiana, Kentucky, North Carolina, Ohio, South Carolina, and Tennessee.

HEARING: November 3, 1959, at the Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 101, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 107475 (Sub No. 41), filed August 3, 1959. Applicant: DANCE FREIGHT LINES, INC., 286 New Circle Road, Lexington, Ky. Applicant's attorney: Allan Watkins, 214–216 Grant Building, Atlanta 3, Ga. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Athens, Ga., and Calhoun, Ga., from Athens over U.S. Highway 129 to Gainesville, thence over U.S. Highway 53 to Calhoun, Ga., and return over the same route, as an alternate route for operating convenience only, and serving Fairmont, Ga., as an intermediate point for purpose of joinder to existing routes only. Applicant is authorized to conduct operations in Georgia, Illinois, Indiana, Kentucky, North Carolina, Ohio, South Carolina, and Tennessee.

HEARING: November 3, 1959, at the Georgia Public Service Commission, 244 Washington Street SW., Atlanta, Ga., before Joint Board No. 101, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 107500 (Sub No. 35), filed August 12, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 547 West Jackson Boulevard, Chicago 6, Ill. Applicant's attorney: James E. Steffarud, 547 West Jackson Boulevard, Chicago 6, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Aurora, Ill., and Savanna, Ill., from Aurora over U.S. Highway 30 to junction U.S. Highway 51, thence over U.S. Highway 51 to junction Illinois Highway 64, thence over Illinois Highway 64 to junction unnumbered County highway at Oregon, Ill., thence over unnumbered County highway to junction Illinois Highway 88, thence over Illinois Highway 88 to junction U.S. Highway 52, thence over U.S. Highway 52 to Savanna, and return over the same route, serving the intermediate and off-route points of Sugar Grove, Big Rock, Hinckley, Waterman, Shabbona, Lee, Steward, Rochelle, Kings, Chana, Oregon, Mount Morris, Startford, Polo, Buffalo, Hazelhurst, Milledgeville, Chadwick, and Mount Carroll, Ill. Applicant is authorized to conduct operations in Colorado, Nebraska, Illinois, Indiana, Iowa, Kansas, Missouri, and Montana.

HEARING: November 19, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 107500 (Sub No. 36), filed August 13, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 547 West Jackson Boulevard, Chicago 6, Ill. Applicant's attorney: James M. Adams, 796 South Pearl Street, Galesburg, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between junction U.S. Highway 67 and Illinois Highway 94, near Coyne Center, Ill., and junction U.S. Highway 67 and Illinois Highway 17, at Viola, Ill., from junction U.S. Highway 67 and Illinois Highway 94, near Coyne Center, over U.S. Highway 67 to junction Illinois Highway 17, at Viola, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between Moline, Ill., and St. Louis, Mo. Applicant is authorized to conduct operations in Colorado, Illinois, Indiana, Iowa, Kansas, Missouri, Montana, and Nebraska.

HEARING: November 19, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 107500 (Sub No. 37), filed August 13, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 547 West Jackson Boulevard, Chicago 6, Ill. Applicant's attorney: James M. Adams, 796 South Pearl Street, Galesburg, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between junction U.S. Highway 24 and Illinois Highway 9, at Banner, Ill., and junction U.S. Highway 24 and Illinois Highway 78, near Maples Mill, Ill., from junction U.S. Highway 24 and Illinois Highway 9, at Banner, over U.S. Highway 24 to junction Illinois Highway 78 near Maples Mill, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's regular route operations between Peoria, Ill., and St. Louis, Mo. Applicant is authorized to conduct operations in Colorado, Illinois, Indiana, Iowa, Kansas, Missouri, Montana, and Nebraska.

HEARING: November 19, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 107500 (Sub No. 38), filed August 13, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 547 West Jackson Boulevard, Chicago, Ill. Applicant's attorney: James M. Adams, 796 South Pearl Street, Galesburg, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between junction U.S. Highway 67 and Illinois Highway 17, at Viola, Ill., and junction U.S. Highway 67 and Illinois Highway 135, near Alexis, Ill., from junction U.S. Highway 67 and Illinois Highway 17, at Viola, over U.S. Highway 67 to junction Illinois Highway 135, near Alexis, and return over the same route, serving no

intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations, between Rock Island, Ill., and St. Louis, Mo. Applicant is authorized to conduct operations in Colorado, Illinois, Indiana, Iowa, Kansas, Missouri, Montana, and Nebraska.

HEARING: November 19, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 107500 (Sub No. 39), filed August 13, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 547 Jackson Boulevard, Chicago, Ill. Applicant's attorney: James M. Adams, 796 South Pearl Street, Galesburg, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Peoria, Ill., and junction Illinois Highway 88 and U.S. Highways 6–34, near Buda, Ill., from Peoria over Illinois Highway 88 to junction U.S. Highways 6–34, near Buda, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between Peoria, Ill., and Chicago, Ill. Applicant is authorized to conduct operations in Colorado, Illinois, Indiana, Iowa, Kansas, Missouri, Montana, and Nebraska.

HEARING: November 19, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 107500 (Sub No. 40), filed September 8, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 796 South Pearl Street, Galesburg, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* except those of unusual value, Class 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 U.S. Highway 36 and Illinois Highways 96–57, near Kinderhook, Ill., and junction of Illinois Highway 57 and Illinois F.A. 80 Spur (Hannibal Short Cut Road), near Fall Creek, Ill., over Illinois Highway 57, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Colorado, Nebraska, Missouri, Illinois, Iowa, Kansas, and Wyoming.

HEARING: November 19, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 107500 (Sub No. 41), filed September 8, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 769 South Pearl Street, Galesburg, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* except those of unusual value, class A and B explosives, household goods as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading, between junction of Alternate U.S. Highway 67 and Illinois Highway 106 near White Hall, Ill., and junction Illinois Highway 106 and U.S. Highways 36–54, near Winchester, Ill., over Illinois Highway 106, serving no intermediate points as an alternate route for operating convenience only in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Colorado, Nebraska, Missouri, Illinois, Iowa, Kansas, and Wyoming.

HEARING: November 19, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 107500 (Sub No. 42), filed September 8, 1959. Applicant: BURLINGTON TRUCK LINES, INC., 796 South Pearl Street, Galesburg, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Class 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 Moline, Ill., and the junction of Illinois Highway 92 and U.S. Highway 34 near LaMoille, Ill., over Illinois Highway 92, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Colorado, Nebraska, Missouri, Illinois, Iowa, Kansas, and Wyoming.

HEARING: November 19, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 149.

No. MC 108207 (Sub No. 69), filed August 14, 1959. Applicant: FROZEN FOOD EXPRESS, A CORPORATION, 318 Cadiz Street, P.O. Box 5888, Dallas, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. Authority sought to operate as a *common carrier*, by motor vehicle over *irregular routes*, transporting: *Dry ice*, from Solano, N. Mex., and points within ten (10) miles thereof, to St. Paul, Minn., and St. Louis, Mo. Applicant is authorized to conduct operations in Texas, Louisiana, Illinois, Michigan, Missouri, Oklahoma, Arkansas, Tennessee, Mississippi, Kansas, Wisconsin, Minnesota, California, Iowa, Nebraska, Pennsylvania, Kentucky, Indiana, Ohio, Arizona, and New Mexico.

HEARING: November 12, 1959, at the Rome Hotel, Omaha, Nebr., before Examiner Reece Harrison.

No. MC 108227 (Sub No. 1), filed August 3, 1959. Applicant: JOSEPH AVELLA AND ATTILIO AVELLA doing business as, AVELLA TRUCKMEN, 41–01 19th Avenue, Long Island City, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City 6, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Marble slabs, marble bases* and *marble statues*, crated, when transported with same commodities uncrated, from New York, N.Y., to Washington, D.C., and points in Connecticut, Massachusetts, Maryland, New Jersey, New York, Pennsylvania, and Vermont. Applicant is authorized to conduct operations in New York, Connecticut, Massachusetts, Maryland, New Jersey, Pennsylvania, Vermont, and the District of Columbia.

NOTE: Applicant has authority to transport the above-specified commodities uncrated from New York, N.Y., to the above-specified destination points.

HEARING: November 16, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 108382 (Sub No. 7), filed September 14, 1959. Applicant: SHORT FREIGHT LINES, INC., 220 Saginaw Street, Bay City, Mich. Applicant's attorney: Kit F. Clardy, Olds Tower, Lansing, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel pipe* and *steel casting*, from the port of entry on the international boundary line, between the United States and Canada at Sault Ste. Marie, Mich., to points in Michigan, and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return. Applicant is authorized to conduct operations in Michigan.

HEARING: November 3, 1959, at the Olds Hotel, Lansing, Mich., before Joint Board No. 163.

No. MC 108449 (Sub No. 94), filed September 9, 1959. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul 13, Minn. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Edible lard* and *edible lard compounds*, in bulk, in tank vehicles, from South St. Paul, Minn., to Fargo, N. Dak. Applicant is authorized to conduct operations in Illinois, Iowa, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, and Wyoming.

HEARING: November 13, 1959, in Room 926, Metropolitan Building, Second Avenue South and Third Street, Minneapolis, Minn., before Joint Board No. 24.

No. MC 108843 (Sub No. 5), filed September 11, 1959. Applicant: GLABERN CORPORATION, 5220 Montour Street, Philadelphia, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Trailers* other than those designed to be drawn by passenger automobiles, from Philadelphia, Falls Township, and Perkasie, Pennsylvania, to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Tennessee, Kentucky, West Virginia, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Texas, Kansas, Missouri, and the District of Columbia. (2) *Used and display trailers* other than

those designed to be drawn by passenger automobiles, from the above-specified destination points to Philadelphia, Falls Township and Perkasie, Pennsylvania. (3) *Trailer parts,* and *articles used in the manufacture of trailers,* uncrated, between Philadelphia, Falls Township, and Perkasie, Pennsylvania, on the one hand, and, on the other, points in New York, New Jersey, Delaware, Maryland, Virginia, and the District of Columbia. (4) *Trailer parts* and *articles used in the manufacture of trailers,* crated or uncrated, between Philadelphia, Falls Township and Perkasie, Pennsylvania, on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Tennessee, Kentucky, West Virginia, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Texas, Kansas, and Missouri. (5) Transportation of *Trailers* other than those designed to be drawn by passenger automobiles, *used and display trailers* other than those designed to be drawn by passenger automobiles, *trailer parts* and *articles used in the manufacture of trailers,* uncrated and *trailer parts* and *articles used in the manufacture of trailers* crated or uncrated and *cargo containers,* between Philadelphia, Falls Township, and Perkasie, Pennsylvania, on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Tennessee, Kentucky, West Virginia, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Texas, Kansas, Missouri, and the District of Columbia. Applicant is authorized to conduct operations in Alabama, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia and Wisconsin.

NOTE: Duplication should be eliminated.

HEARING: November 6, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo A. Riegel.

No. MC 109637 (Sub No. 135), filed August 24, 1959. Applicant: SOUTHERN TANK LINES INC., 4107 Bells Lane, Louisville 11, Ky. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Acetylene chemicals,* in bulk, in tank vehicles, from Calvert City, Ky., and points within 10 miles thereof, to Buffalo and Niagara Falls, N.Y. Applicant is authorized to conduct operations in Alabama, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, New York, North Carolina, Ohio, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

HEARING: November 19, 1959, at the Kentucky Hotel, Louisville, Ky., before Examiner Hugh M. Nicholson.

No. MC 110284 (Sub No. 12), filed July 30, 1959. Applicant: H. W. MILLER TRUCKING COMPANY, P.O. Box 115, West Durham Station, Durham, N.C. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Reconstituted, or homogenized, or reconstructed or blended tobacco* including *tobacco stems, dust, slivers* and *refuse* of manufacturing machines, and *tobacco partially manufactured* by any other method of processing but excluding manufactured tobacco finished and ready for sale to wholesalers, retailers, or consumers when moving alone or in mixed shipments with unmanufactured tobacco, and *empty containers* for the above-specified commodities, between points in North Carolina, Virginia, South Carolina, Maryland, Georgia, Florida, Pennsylvania, New Jersey, New York, Kentucky, Tennessee, Connecticut, Delaware, Ohio, West Virginia, Wisconsin, and Missouri. Applicant is authorized to conduct operations in Georgia, Maryland, North Carolina, Ohio, Pennsylvania, South Carolina, Virginia, and West Virginia.

HEARING: November 16, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 110505 (Sub No. 54), filed July 20, 1959. Applicant: RINGLE TRUCK LINES, INC., 405 South Grant Street, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Clay pipe,* from Cannelton, Ind., to points in Illinois and Wisconsin, and *damaged* and *rejected shipments,* on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 12, 1959, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 17.

No. MC 110505 (Sub No. 55), filed September 11, 1959. Applicant: RINGLE TRUCK LINES, INC., 405 South Grant Street, Fowler, Ind. Applicant's attorney: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lumber, from ports* of entry on the International Boundary line between the United States and Canada at or near Detroit and Port Huron, Mich., to points in Indiana on and north of U.S. Highway 40, and *damaged or rejected shipments* of lumber on return. Applicant is authorized to conduct operations throughout the United States.

NOTE: Any duplication with present authority to be eliminated.

HEARING: November 9, 1959, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 23.

No. MC 110698 (Sub No. 127), filed September 16, 1959. Applicant: RYDER TANK LINE, INC., P.O. Box 457, Greensboro, North Carolina. Applicant's attorney: Frank B. Hand, Jr., Transportation Building, Washington 6, D.C. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Benzoic acid esters, aromatic chlorides, benzyl alcohol,* and *benzonitrile,* in bulk, in tank vehicles from Chattanooga, Tenn., and points in Hamilton County, Tenn., to points in Illinois, Indiana, Kentucky, Michigan, Minnesota, Mississippi, Missouri, New Jersey, Ohio, Rhode Island, and Wisconsin. Applicant is authorized to conduct operations in Alabama, Arkansas, Delaware, the District of Columbia, Florida, Georgia, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, and West Virginia.

HEARING: October 16, 1959, at Room 404, Federal Office Building, Nashville, Tenn., before Examiner Richard H. Roberts.

No. MC 111301 (Sub No. 8), filed September 9, 1959. Applicant: L. J. KREUTZER, doing business as KREUTZER MOTOR EXPRESS, 1423 Third Street, Mankato, Minn. Applicant's attorney: Hoyt Crooks, 842 Raymond Avenue, St. Paul 14, Minn. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Sheet iron or steel cans* and *can ends,* from Mankato, Minn., to Holmen, Durand and Galesville, Wis., and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities on return. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin. The proposed operations are to be limited to a transportation service to be performed under a continuing contract with Continental Can Company.

HEARING: November 13, 1959, in Room 926, Metropolitan Building, Second Avenue, South and Third Street, Minneapolis, Minn., before Joint Board No. 142.

No. MC 111326 (Sub No. 7), filed July 15, 1959. Applicant: WARREN TRANSPORT, INC., 224 Witry Street, Waterloo, Iowa. Applicant's attorney: Charles W. Singer, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Pressure treated poles, posts* and *lumber,* from Panama, Okla., to points in Iowa, Minnesota, and Nebraska. Applicant is authorized to conduct operations in Iowa, Nebraska, New Mexico, South Dakota, and Texas.

HEARING: November 12, 1959, at the Rome Hotel, Omaha, Nebr., before Examiner Reece Harrison.

No. MC 111495 (Sub No. 4), filed August 31, 1959. Applicant: VINCENT A. AQUILINO AND FRANK M. AQUILINO, doing business as AQUILINO TRUCKING, P.O. Box 3066 (Mercerville Branch), Trenton, N.J. Applicant's representative: Jacob Polin, 314 Old Lancaster Road, Merion, Pa. Authority

sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *New furniture*, as described in Appendix II to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, uncrated, crated, or otherwise packaged or unpackaged, (a) from New Bedford, Mass., to points in Alabama, Arkansas, Connecticut, Delaware, the District of Columbia, Georgia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin; (b) from Columbus, Ga., Brooklyn, N.Y., Elmore, Ohio, North Wilkesboro, N.C., Union City, Pa., and Weirton, W. Va., to points in the destination states described above; (2) *materials, supplies* and *equipment* used or useful in the manufacture or shipping of new furniture, from points in the destination states described above to New Bedford, Mass. Applicant is authorized to conduct operations in New Jersey, Connecticut, Delaware, Maryland, Massachusetts, New York, North Carolina, Pennsylvania, Rhode Island, Virginia, and the District of Columbia.

NOTE: Applicant states that the above described operations are limited to a transportation service to be performed, under a continuing contract or contracts, with Salmanson & Co., Inc., of New York, N.Y.

HEARING: November 5, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Leo W. Cunningham.

No. MC 112030 (Sub No. 6) filed September 3, 1959. Applicant: PAUL W. WILLS, INC., 9170 Telegraph Road, Taylor, Mich. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, from points in Hamilton County, Ohio, to points in Bartholomew, Brown, Clark, Dearborn, Decatur, Fayette, Franklin, Floyd, Hancock, Henry, Jackson, Jennings, Johnson, Lawrence, Marion, Monroe, Morgan, Ohio, Ripley, Rush, Scott, Shelby, Switzerland, Union, Washington, and Wayne Counties, Indiana, points in Anderson, Bath, Boone, Bourbon, Bracken, Campbell, Carroll, Clark, Fayette, Fleming, Franklin, Gallatin, Grant, Harrison, Henry, Jefferson, Kenton, Madison, Mason, Montgomery, Nicholas, Oldham, Owen, Pendleton, Robertson, Rowan, Scott, Shelby, Trimbull, and Woodford Counties, Ky., and those in Adams, Brown, Butler, Clark, Clermont, Clinton, Fayette, Greene, Hamilton, Highland, Madison, Montgomery, Pickaway, Pike, Preble, Ross, Scioto, and Warren Counties, Ohio, and *empty containers or other such incidental facilities* (not specified) used in transporting salt on return. Applicant is authorized to conduct operations in Illinois, Indiana, Michigan, and Ohio.

HEARING: November 5, 1959, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 208.

No. MC 112497 (Sub No. 148), filed August 6, 1959. Applicant: HEARIN TANK LINES, INC., 6440 Rawlins Street, P.O. Box 3096 (Istrouma Branch), Baton Rouge, La. Applicant's attorney: Harry C. Ames, Jr., Transportation Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, between Baton Rouge, La., and Goodhope, La. Applicant is authorized to conduct operations in Alabama, Arizona, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Missouri, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, and West Virginia.

HEARING: November 9, 1959, at the Louisiana Public Service Commission, Baton Rouge, La., before Joint Board No. 164, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 112590 (Sub No. 2), filed July 6, 1959. Applicant: ROBERT J. PARKER, doing business as UNITED MOTOR FREIGHT, 919 Call Street, Lansing, Mich. Applicant's attorney: Ronald R. Pentecost, 1400 Michigan National Tower, Lansing 8, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Jackson, Mich., and Willow Run Airport and Detroit Metropolitan Airport (also known as Wayne Major Airport), near Detroit, Mich.: from Jackson, Mich. over U.S. Highway 12 to Willow Run Airport and Detroit Metropolitan Airport, and return over the same route, serving no intermediate points. Applicant is authorized to conduct similar operations between Lansing and Flint, Mich., and the above-named airports.

NOTE: Applicant states the above authority is to be subject to the restriction that all traffic transported thereunder shall have an immediately prior or immediately subsequent movement by air carrier.

HEARING: October 30, 1959, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76.

No. MC 112713 (Sub No. 81), filed March 12, 1959. Applicant: YELLOW TRANSIT FREIGHT LINES, INC., 1626 Walnut Street, Kansas City 8, Mo. Applicant's attorneys: Kenneth E. Midgley, 906 Commerce Building, Kansas City 6, Mo.; Charles D. Mathews, P.O. Box 858, Austin 65, Tex.; and Homer S. Carpenter, 618 Perpetual Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between San Antonio, Tex., and Laredo, Tex., over U.S. Highway 81, serving all intermediate points, and coordinating the proposed service with all service rendered under existing authorities. Applicant is authorized to conduct operations in Illinois, Indiana, Kansas, Kentucky, Michigan, Missouri, Ohio, Oklahoma, and Texas.

HEARING: November 9, 1959, at the Hilton Hotel, San Antonio, Tex., before Joint Board No. 77, or, if the Joint Board waives its right to participate, before Examiner Allan F. Borroughs. Applicant will have two weeks (10 full working days) to present its case, and protestants will have 10 days (two weeks) to present their evidence. The hearing will be continuous with no recesses or changes of place of hearing. If November 11, 1959, is a holiday and applicant cannot get witnesses, it will not be counted a working day, and the same will apply to protestants regarding Thanksgiving Day.

No. MC 113336 (Sub No. 24), filed July 16, 1959. Applicant: PETROLEUM TRANSIT COMPANY, INC., East Second Street, Lumberton, N.C. Applicant's attorney: James E. Wilson, 1111 E Street NW., Perpetual Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tall oil* and *turpentine*, in bulk, in tank vehicles, from points in Wayne County, Ga., to points in North Carolina, South Carolina, Georgia and Florida. Applicant is authorized to conduct operations in Florida, Georgia, North Carolina, and South Carolina.

HEARING: November 9, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 113581 (Sub No. 1), filed July 30, 1959. Applicant: JOHN D. BLAIR, JR., doing business as BLAIR TRANSIT CO., Maury and Clompton Streets, Richmond, Va. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Reconstituted, or homogenized, or reconstructed or blended tobacco* including *tobacco stems, dust, slivers*, and *refuse* of manufacturing machines, and *tobacco partially manufactured* by any other method of processing but excluding manufactured tobacco finished and ready for sale to wholesalers, retailers, or consumers when moving alone or in mixed shipments with unmanufactured tobacco, and *empty containers* for the above-specified commodities, between points in North Carolina, Virginia, South Carolina, Maryland, Georgia, Florida, Pennsylvania, New Jersey, New York, Kentucky, Tennessee, Connecticut, Delaware, Ohio, West Virginia, Wisconsin, and Missouri. Applicant is authorized to conduct operations in Maryland, North Carolina, and Virginia.

HEARING: November 16, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 113751 (Sub No. 4), filed August 21, 1959. Applicant: HAROLD F. DUSHEK, 406 East Lake Street, Waupaca, Wis. Applicant's attorney: Edward Solie, 715 First National Bank Building, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, from points in Illinois on and north of U.S. Highway

24, except points located in the Chicago, Ill., Commercial Zone as defined by the Commission, to points in Wisconsin on and north of U.S. Highway 16. Applicant is authorized to conduct operations in Iowa, Wisconsin, Michigan, Illinois, Indiana, Minnesota, Missouri, Ohio, North Dakota, and South Dakota.

NOTE: A proceeding has been instituted under Section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, assigned Docket No. MC 109650 (Sub No. 9). Dual operations may be involved.

HEARING: November 9, 1959, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 13.

No. MC 113790 (Sub No. 5), filed August 6, 1959. Applicant: JOSEPH O. ROE, doing business as ROE BROTHERS TRUCKING CO., 560 North Main Street, Martinsville, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Brick*, from points in Morgan County, Ind., to points in Will, McHenry, Kendall, Kane, Du Page, Cook, and Lake Counties, Ill. Applicant is authorized to conduct operations in Indiana, Illinois, Kentucky, Ohio, and Michigan.

HEARING: November 13, 1959, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 21.

No. MC 113832 (Sub No. 14), filed July 23, 1959. Applicant: SCHWERMAN TRUCKING CO., a Corporation, 620 South 29th Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski, Legal Department (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk and in packages, (1) from the site of the Marquette Cement Mfg. Company plant located in or near Cowan, Tenn., to points in Virginia lying west of Carroll, Wythe, and Bland Counties, Va., points in Mississippi lying north of Kemper, Neshoba, Leake, Madison, Yazoo, Sharkey, and Issaquena Counties, Miss.; and to points in Alabama, Georgia, Kentucky, South Carolina, North Carolina, and Tennessee; (2) from the site of the Marquette Cement Mfg. Company plant located in or near Memphis, Tenn., to points in Kentucky lying west of Cumberland, Adair, Greene, Larue, Nelson, Bullitt, and Jefferson Counties, Ky., points in Illinois lying south of Jersey, Macoupin, Montgomery, Shelby, Coles, and Edgar Counties, Ill., and to points in Arkansas, Alabama, Mississippi, and Tennessee; and (3) from the site of the Marquette Cement Mfg. Company plant located in or near Nashville, Tenn., to points in Mississippi lying north of Kemper, Neshoba, Leake, Madison, Yazoo, Sharkey, and Issaquena Counties, Miss., points in North Carolina west of Surry, Yadkin, Iredell, and Mecklenburg Counties, N.C., points in South Carolina west of Chesterfield, Lee, Sumter, Clarendon, Berkeley, Dorchester, Colleton, and Beaufort Counties, S.C., points in Illinois south of Jersey, Macoupin, Montgomery, Shelby, Coles, and Edgar Counties, Ill., points in Indiana lying south of Union, Fayette, Rush, Hancock, Marion, Hendricks, Putnam, Parke, and Vermillion Counties, Ind., points in Missouri east of Oregon, Shannon, Dent, Crawford, Franklin, and St. Louis Counties, Mo., points in Virginia lying west of Carroll, Wythe, and Bland Counties, Va., and to those in Tennessee, Alabama, Georgia, and Kentucky. Applicant is authorized to conduct operations in Illinois, Indiana, and Wisconsin.

NOTE: Applicant states the above operations are to be performed under a continuing contract with the Marquette Cement Mfg. Company, Chicago, Ill.

HEARING: November 12, 1959, at the Dinkler-Andrew Jackson Hotel, Nashville, Tenn., before Examiner Hugh M. Nicholson.

No. MC 113832 (Sub No. 15), filed July 24, 1959. Applicant: SCHWERMAN TRUCKING CO., a Corporation, 620 South 29th Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski, Legal Department, (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk and in packages, (1) from the site of the Marquette Cement Mfg. Company plant located in or near Brandon, Miss., to points in Tennessee west of Robertson, Cheatham, Williamson, Maury, and Giles Counties, Tenn., and to points in Alabama, Arkansas, Louisiana, and Mississippi; and (2) from the site of the Marquette Cement Mfg. Company plant located in or near Rockmart, Ga., to points in Florida west of Madison and Taylor Counties, Fla., points in North Carolina west of Surry, Yadkin, Iredell, and Mecklenburg Counties, N.C., and to those in Alabama, Georgia, South Carolina, and Tennessee. Applicant is authorized to conduct operations in Illinois, Indiana, and Wisconsin.

NOTE: Applicant states the above operations are to be performed under a continuing contract with Marquette Cement Mfg. Company, Chicago, Ill.

HEARING: November 12, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 113833 (Sub No. 4), filed July 27, 1959. Applicant: SCHWERMAN TRUCKING CO. OF INDIANA, INC., 620 South 29th Street, Milwaukee 46, Wis. Applicant's attorney: James R. Ziperski, 620 South 29th Street, Milwaukee 46, Wis. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, and in packages, from the plant site of Universal Atlas Cement, Division of United States Steel Corporation in Buffington, Ind., to Muskegon, Mich., and points in Allegan, Barry, Eaton, Ingham, Livingston, Van Buren, Kalamazoo, Calhoun, Jackson, Washtenaw, Berrien, Cass, St. Joseph, Branch, Hillsdale, and Lenawee Counties, Mich. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Kentucky, Ohio, and Wisconsin.

NOTE: The operation is to be performed under a continuing contract with the above-named shipper.

HEARING: November 10, 1959, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 23.

No. MC 113843 (Sub No. 38), filed August 7, 1959. Applicant: REFRIGERATED FOOD EXPRESS, INC., 316 Summer Street, Boston 10, Mass. Applicant's attorney: James M. Walsh, 316 Summer Street, Boston 10, Mass. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*, from points in Kentucky, to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and the District of Columbia. Applicant is authorized to conduct operations in Arkansas, Colorado, Connecticut, the District of Columbia, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, and Wisconsin.

HEARING: November 18, 1959, at the Kentucky Hotel, Louisville, Ky., before Examiner Hugh M. Nicholson.

No. MC 113908 (Sub No. 56), filed August 17, 1959. Applicant: ERICKSON TRANSPORT CORPORATION, P.O. Box 706, Springfield, Mo. Applicant's attorney: Turner White, 809 Woodruff Building, Springfield, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fish oil residuum*, in bulk, in tank vehicles, from Cleveland, Ohio, to points in Illinois, Indiana, Iowa, Kentucky, Minnesota, Missouri, Nebraska, Tennessee, North Dakota, South Dakota, and Wisconsin, and *returned, contaminated or rejected shipments*, of the above-described commodity, on return. Applicant is authorized to conduct operations in Illinois, Indiana, Ohio, Kentucky, South Dakota, Iowa, Missouri, Kansas, Minnesota, Nebraska, Texas, Florida, Michigan, Tennessee, and Wisconsin.

HEARING: November 2, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 114106 (Sub No. 18), filed September 11, 1959. Applicant: MAYBELLE TRANSPORT COMPANY, a Corporation, Box 461, 1820 South Main Street, Lexington, N.C. Applicant's attorney: Dale C. Dillon, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk or bags, from points in Tennessee and South Carolina to points in North Carolina. Applicant is authorized to conduct operations in Georgia, North Carolina, South Carolina, Tennessee, and Virginia.

NOTE: Applicant holds contract carrier authority in Permit No. MC 115176. Section 210 dual operations may be involved.

HEARING: October 9, 1959, at the Charlotte Hotel, Charlotte, N.C., before Joint Board No. 289, or, if the Joint Board waives its right to participate, before Examiner Lyle C. Farmer.

No. MC 114486 (Sub No. 1), filed August 24, 1959. Applicant: AUTREY F. JAMES, doing business as A. F. JAMES TRUCK LINE, 2902 Lester

Street, Texarkana, Tex. Applicant's representative: H. V. Eskelin, P.O. Box 2028, Kansas City 42, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Clay, clay products* and *jointing materials*, (1) from plant site of W. S. Dickey Clay Manufacturing Company approximately four miles from Greenwood, Jefferson County, Ala.; Chattanooga, Tenn., Meridian, Miss., and North Birmingam, Ala., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, and Virginia; and (2) from Texarkana, Arkansas-Texas, to points in Illinois, Kansas, Mississippi, Missouri, Nebraska, New Mexico, Tennessee, and Texas; and *clay products*, and *equipment, materials and supplies* used or useful in the manufacturing, packaging, transporting and distributing of clay products, on return under (1) and (2) above; and (3) *clay products*, and *equipment, materials and supplies* used or useful in the manufacturing, packaging, transporting and distributing of clay products from points in Arkansas, Oklahoma, and Louisiana to Texarkana, Tex. Applicant is authorized to conduct operations in Texas, Louisiana, Arkansas, and Oklahoma.

NOTE: Applicant states portion of application under (3) above is to supplement authority now held by applicant in MC 114486, and all authority sought noted above is under continuing contract or contracts with the W. S. Dickey Clay Manufacturing Company, Kansas City, Mo.

HEARING: November 20, 1959, at the Robert E. Lee Hotel, Jackson, Miss., before Examiner Gerald F. Colfer.

No. MC 114718 (Sub No. 7), filed September 8, 1959. Applicant: WILLIAM H. ELLIOTT, doing business as OHIO VALLEY MOTOR FREIGHT, Moore's Junction, Marietta, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from Riverview, Ohio, to points in Braxton, Calhoun, Clay, Doddridge, Gilmer, Jackson, Kanawha, Lewis, Pleasants, Ritchie, Roane, Tyler, Wetzel, Wirt, and Wood Counties, W. Va., and *empty containers or other such incidental facilities* used in transporting cement, on return. Applicant is authorized to conduct operations in Ohio, Illinois, Indiana, Kentucky, Maryland, Michigan, Missouri, New York, Pennsylvania, and West Virginia.

HEARING: November 2, 1959, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 61.

No. MC 114912 (Sub No. 13), filed July 28, 1959. Applicant: CHARLES J. KOTWICA, doing business as ROME EXPRESS, Route 69, P.O. Box 768, Rome, N.Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Copper wire*, from Rome and Camden, N.Y., to York and Doylestown, Pa., and Moorestown, N.J., and *empty reels, spools and containers* used in transporting copper wire on return movements. Applicant is authorized to conduct operations in Connecticut, Delaware, Illinois, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, and Rhode Island.

HEARING: November 12, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 114965 (Sub No. 6), filed August 24, 1959. Applicant: L. R. CYRUS, doing business as CYRUS PETROLEUM TRUCK LINE, P.O. Box 327, Iola, Kansas. Applicant's attorney: Charles H. Apt, Allen County State Bank Building, Iola, Kansas. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Anhydrous ammonia, aqua ammonia, fertilizer, fertilizer solutions and compounds, urea, urea nitrate*, and *other nitrogen solutions and compounds*, and *chemicals*, in bulk, in tank vehicles, from Lawrence, Kans., and points within ten (10) miles thereof, to points in Colorado, Wyoming, Missouri, Nebraska, Iowa, Oklahoma, and South Dakota.

NOTE: Applicant is authorized to conduct operations as a contract carrier in Permit No. MC 66344 and Sub No. 13 thereunder; a proceeding has been instituted under section 212(c) in No. MC 66344 Sub No. 14 to determine whether applicant's status is that of a contract or common carrier.

HEARING: November 6, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 114965 (Sub No. 7), filed August 24, 1959. Applicant: L. R. CYRUS, doing business as CYRUS PETROLEUM TRUCK LINE, R.R. No. 1, P.O. Box 327, Iola, Kans. Applicant's attorney: Charles H. Apt, Allen County State Bank Building, Iola, Kans. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum* and *petroleum products*, in bulk, in tank vehicles, from Harrison County, Mo., to points in Missouri, Kansas, Iowa, and Nebraska.

NOTE: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a common or contract carrier in No. MC 66344 (Sub No. 14).

HEARING: November 6, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 115018 (Sub No. 1), filed July 2, 1959. Applicant: LEWIS W. OWEN, High Street, Lawrenceville, Va. Applicant's attorneys: Warriner and Warriner, Main and Hicks Streets, Lawrenceville, Va. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber* and *woodchips*, from Barnesville, Charlotte County, Clarkesville, Mecklenburg County, Lawrenceville, Brunswick County, and Brodnax, Brunswick County, Va., to points in Maryland, Delaware, New Jersey, New York, Pennsylvania, Ohio, West Virginia, North Carolina, and the District of Columbia.

HEARING: November 17, 1959, at the U.S. Court Rooms, Richmond, Va., before Examiner Leo M. Pellerzi.

No. MC 115242 (Sub No. 3), filed September 3, 1959. Applicant: DONALD MOORE, 127 Mondell Court, Prairie du Chein, Wis. Applicant's attorney: John T. Porter, 708 First National Bank Building, Madison 3, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages* and *sodas* from points in the St. Paul-Minneapolis, Minn., Commercial Zone, as defined by the Commission, to Prairie du Chien, Wis., and *used empty containers or other such incidental facilities*, used in transporting the above described commodities, on return. Applicant is authorized to conduct operations in Illinois, Iowa, and Wisconsin.

HEARING: November 10, 1959, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 142.

No. MC 115841 (Sub No. 62), filed September 3, 1959. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, P.O. Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products*, and *meat by-products*, and *frozen foods*, from points in Virginia to points in Alabama, Arizona, Arkansas, California, Florida, Georgia, Louisiana, Mississippi, North Carolina, New Mexico, Oklahoma, Oregon, South Carolina, Tennessee, Texas, and Washington. Applicant is authorized to conduct operations to all points in the United States except to points in Idaho, Montana, Nevada, North Dakota, Oregon, South Dakota, Utah, and Wyoming.

HEARING: November 5, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Robert A. Joyner.

No. MC 115841 (Sub No. 63), filed September 3, 1959. Applicant: COLONIAL REFRIGERATED TRANSPORTATION, INC., 1215 Bankhead Highway West, P.O. Box 2169, Birmingham, Ala. Authority sought to operate as a *common carrier* by motor vehicle, over irregular routes transporting: (1) *Frozen foods* and *canned goods* (unfrozen), including *tomato juice*, in mixed shipments consisting of both frozen and unfrozen product moving in the same vehicle, from Westfield, N.Y., and North East and Erie, Pa., to points in Florida, Georgia, North Carolina, and South Carolina; and (2) *fruit beverages*, unfrozen, from Westfield, N.Y., and North East and Erie, Pa., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee, and *damaged rejected* and *returned shipments* of the above commodities, on return. Applicant is authorized to conduct operations to all points in the United States except to points in Idaho, Montana, Nevada, North Dakota, Oregon, South Dakota, Utah, and Wyoming.

HEARING: November 4, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Robert A. Joyner.

No. MC 116008 (Sub No. 21), filed August 10, 1959. Applicant: ARCHIE'S MOTOR FREIGHT, INCORPORATED, 316 East Sixth Street, Richmond 24, Va.

Applicant's attorney: Glenn F. Morgan, 1006–1008 Warner Building, Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid chlorine*, in containers, from Hopewell, Va., to Kingsport, Tenn., and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return. Applicant is authorized to conduct operations in Alabama, Delaware, Florida, Georgia, Kentucky, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

HEARING: November 18, 1959, at the U.S. Court Rooms, Richmond, Va., before Joint Board No. 279, or, if the Joint Board waives its right to participate, before Examiner Leo M. Pellerzi.

No. MC 116127 (Sub No. 4), filed July 24, 1959. Applicant: GEORGE D. CYRUS, INC., P.O. Box 327, Iola, Kans. Applicant's attorney: Charles H. Apt, Allen County State Bank Building, Iola, Kans. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fiberglass boats*, from the plant of Iola Molded Plastics, Inc. at Iola, Kans., to points in Nebraska, Missouri, North Dakota, South Dakota, Iowa, Oklahoma, and Minnesota, and *damaged and refused boats*, on return. Applicant is authorized to transport petroleum products in packages or containers from and to specified points in Kansas and Missouri.

HEARING: November 5, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 116142 (Sub No. 12), filed July 9, 1959. Applicant: BEVERAGE TRANSPORTATION, INC., 1590 Whiteford Road, P.O. Box 423, York, Pa. Applicant's attorney: S. Harrison Kahn, 1110–14 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vericle, over irregular routes, transporting: *Malt beverages*, from Newark, N.J., to points in West Virginia and Ohio, and *empty containers or other such incidental facilities* used in transporting malt beverages, on return. Applicant is authorized to conduct operations in Connecticut, Delaware, Louisiana, Maryland, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia, and the District of Columbia.

HEARING: November 13, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 116142 (Sub No. 13), filed July 9, 1959. Applicant: BEVERAGE TRANSPORTATION, INC., 1590 Whiteford Road, P.O. Box 423, York, Pa. Applicant's attorney: S. Harrison Kahn, 1110–14 Investment Building, Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Newark, N.J., to points in Indiana and Illinois, and *empty containers or other such incidental facilities* used in transporting malt beverages, on return. Applicant is authorized to conduct operations in Connecticut, Delaware, Louisiana, Maryland, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia, and the District of Columbia.

HEARING: November 13, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 116459 (Sub No. 14), filed August 17, 1959. Applicant: ASPHALT HAULERS COMPANY, a Corporation, P.O. Box 8292, Chattanooga, Tenn. Applicant's attorney: James W. Wrape, Sterick Building, Memphis, Tenn. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tall oil*, in bulk, in tank vehicles, from Panama City, Fla., to Chattanooga and Knoxville, Tenn., and from Charleston, S.C., to points in Tennessee. Applicant is authorized to conduct operations in Tennessee, Alabama, Georgia, Kentucky, North Carolina, South Carolina, and Florida.

HEARING: November 9, 1959, at 680 West Peachtree Street NW., Atlanta, Ga., before Examiner Leo M. Pellerzi.

No. MC 116721 (Sub No. 1), filed July 30, 1959. Applicant: BIG T TRUCKING CORP., 6102 20th Avenue, Brooklyn 4, N.Y. Applicant's representative: Irving Abrams, 1776 Broadway, New York 19, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Clay sewer pipe and fittings* therefor, *clay coping*, and *clay flue linings*, from points in Hillsborough Township, Somerset County, N.J., to points in Pennsylvania, Connecticut, New York, Massachusetts, Rhode Island, Vermont, Maine, New Hampshire, Maryland, Delaware, Ohio, and the District of Columbia. RESTRICTION: The proposed transportation is to be performed under a continuing contract or contracts with American Vitrified Products Co., Cleveland, Ohio.

NOTE: Applicant states no transportation is to be performed to or from points in Ohio west of U.S. Highway 23. Applicant is authorized to conduct operations in New York and Ohio.

HEARING: November 9, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 116955 (Sub No. 5), filed July 1, 1959. Applicant: STEEL HAULERS, INC., 306 Ewing Avenue, Kansas City 25, Mo. Applicant's representative: A. A. Marshall, 305 Buder Building, St. Louis 1, Mo. Authority sought to operate as a *common or contract carrier*, by motor vehicle, over irregular routes, transporting: *Towers, water cooling, air conditioner; iron*, ornamental or decorative; *aluminum*, ornamental or decorative, *iron or steel gratings;* and *fabricated iron or steel*, from Glasgow, Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Nebraska, Oklahoma, Tennessee, and Texas. Applicant is authorized to conduct operations in Arkansas, Illinois, Iowa, Kansas, Louisiana, Missouri, Nebraska, Oklahoma, South Dakota, Texas, and Wisconsin.

NOTE: A proceeding has been instituted under section 212(c) in No. MC 116955 (Sub No. 1) to determine whether applicant's status is that of a common or contract carrier.

HEARING: November 3, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 117330 (Sub No. 3), filed July 23, 1959. Applicant: FLEMINGTON TRANSPORTATION, INCORPORATED, 21 Mine Street, Flemington, N.J. Applicant's representative: Bert Collins, 40 Cedar Street, New York 6, N.Y. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Construction materials and supplies*, except iron and steel, and those requiring special equipment, between points in Tuscarawas, Stark, Columbiana, Jefferson, and Mahoning Counties, Ohio, and points in Beaver, Jefferson, Armstrong, Erie, Warren, Crawford, Mercer, Venango, Clarion, Butler, Allegheny, Washington, Greene, Westmoreland, and Indiana, Pa., on the one hand, and, on the other, New York, N.Y., points in Nassau, Suffolk, Westchester, Putnam, Dutchess, Columbia, Rensselaer, Schenectady, Albany, Greene, Ulster, Sullivan, Delaware, Broome, Orange, and Rockland Counties, N.Y., points in New Jersey, and points in Fairfield, New Haven, and Hartford Counties, Conn. Applicant is authorized to conduct operations in Connecticut, New Jersey, New York, and Pennsylvania.

NOTE: Applicant states that the above-described operations are to be limited to a transportation service to be performed, under a continuing contract, or contracts, with Merritt Incorporated, of Flemington, N.J.

HEARING: November 10, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 117574 (Sub No. 49), filed September 8, 1959. Applicant: DAILY EXPRESS, INC., 65 West North Street, Carlisle, Pa. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting (1) *Tractor pumping attachments*, (2) *irrigation systems*, (3) *pipe, conduit*, and *nozzles*, and (4) *parts, fittings* and *attachments* for items (1), (2) and (3) above, between points in North Dakota, South Dakota, Nebraska, Kansas, Minnesota, Iowa, Missouri, Wisconsin, Illinois, Kentucky, Indiana, Ohio, Michigan, and Pennsylvania, on the one hand, and on the other, points in Delaware and New Jersey, except those points in the New York City commercial zone and Philadelphia, Pa., commercial zone, as defined by the Commission. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 3, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 117574 (Sub No. 50), filed September 8, 1959. Applicant: DAILY EXPRESS, INC., 65 West North Street, Carlisle, Pa. Applicant's attorney: James E. Wilson, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Telephone and electric poles*, (2) *insulators*,

cable and conduit, and (3) *tools* and *accessories* used in the erection of (1) and (2) above, when transported in connection therewith, between points in North Dakota, South Dakota, Nebraska, Kansas, Minnesota, Iowa, Missouri, Wisconsin, Illinois, Indiana, Michigan, on the one hand, and, on the other, points in Maryland and West Virginia. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 2, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 118760 (Sub No. 1), filed August 20, 1959. Applicant: JAMES M. BECK AND LEAH SEEMAN, a Partnership, doing business as B & S TRANSPORTS, 364 South Front Street, Memphis, Tenn. Applicant's attorney: Edward G. Grogan, Commerce Title Building, Memphis 3, Tenn. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: 1. *Cotton gin and compress supplies*, used in ginning, baling, compressing or recompressing raw cotton, in mixed or straight truckloads, minimum weight 30,000 pounds, (a) from points in Jefferson County and Mobile, Ala., La Grange, Ga., and New Orleans, La., to points in Mississippi, points in Tennessee west of the Tennessee River, points in Arkansas on and east of U.S. Highway 67 beginning at the Arkansas-Missouri State line, thence to Little Rock, thence over U.S. Highway 65 to Pine Bluff, thence over U.S. Highway 65 to junction Arkansas Highway 81, and thence over Arkansas Highway 81 to the Arkansas-Louisiana State Line, and points in Missouri on and south of U.S. Highway 62 beginning at the Arkansas-Missouri State line and thence east to the Mississippi River; and (b) from Gulfport, Miss., to the above-specified destination points in Tennessee, Arkansas and Missouri; 2. *Fertilizer, fertilizer materials, fertilizer compounds* (manufactured fertilizers), and *manure*, other than liquid in bulk, in tank vehicles, in straight or mixed truckloads, *feed* and *feed ingredients*, natural or synthetic, animal or poultry, including basic slag, and *grain or grain products* used for feed or feed ingredients, other than liquid in bulk, in tank vehicles, in straight or mixed truckloads, (a) from points in Jefferson County, Mobile and Sheffield, Ala., Gulfport, Miss., and Harvey and New Orleans, La., to points in Shelby, Fayette, Haywood, and Lauderdale Counties, Tenn., and Mississippi, Craighead, Poinsett, Crittenden, Cross, St. Francis, and Lee Counties, Ark.; (b) from Gulfport, Miss., to points in the above-specified counties in Tennessee and Arkansas; (c) from points in Jefferson County and Sheffield, Ala., and Harvey, La., to points in Hardeman and McNairy Counties, Tenn., and Alcorn, Tippah, and Benton Counties, Miss.; and (d) from Gulfport and Yazoo City, Miss., to the destination points in Tennessee, Arkansas and Missouri as described in 1. (a) above.

NOTE: Applicant indicates that James M. Beck, partner in the instant partnership application is also employed by Thurston Motor Lines, Inc., a motor common carrier in Docket No. MC 105457, as Western Division sales manager, but is not a stockholder, officer or director thereof.

HEARING: November 6, 1959, at the Claridge Hotel, Memphis, Tenn., before Examiner Hugh M. Nicholson.

No. MC 118910, filed April 29, 1959. Applicant: MRS. T. E. GROTEVANT, doing business as J & G CONTRACT CARRIERS, 610 West Henry Street, Pontiac, Ill. Applicant's attorney: Mack Stephenson, 208 East Adams Street, Springfield, Ill. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Aluminum window screens*, in cartons, between Chatsworth (Livingston County), Ill., and Bayport, Minn.; and (2) *Aluminum coils*, from Davenport, Iowa, to Chatsworth, Ill.

HEARING: November 9, 1959, at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Examiner David Waters.

No. MC 118956 (Sub No. 2), filed July 30, 1959. Applicant: WHITESCARVER TRANSPORTATION CORP., 46 Oakwood Avenue, Orange, N.J. Applicant's attorney: A. David Millner, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is dealt in by wholesale, retail and chain grocers and food business houses, and in connection therewith, *equipment, materials* and *supplies* used in the conduct of such business, (1) between New York, N.Y., on the one hand, and, on the other, points in Fairfield, New Haven, and Hartford Counties, Conn., Orange, Rockland, Sullivan, Ulster, and Westchester Counties, N.Y., Bergen, Passaic, Morris, Essex, Warren, Union, Middlesex, Monmouth, Burlington, Somerset, Ocean, and Sussex Counties, N.J., and Pike County, Pa.; (2) between Carlstadt, N.J., on the one hand, and, on the other, points in Albany, Broome, Dutchess, Kings, Nassau, New York, Orange, Putnam, Rockland, Suffolk, Sullivan, Queens, Ulster, and Westchester Counties, N.Y., Fairfield, New Haven, and Hartford Counties, Conn., and Pike County, Pa.; and (3) from Mt. Kisco, N.Y., to points in Bergen, Passaic, Warren, Union, Morris, Essex, Sussex, Middlesex, Monmouth, Somerset, Burlington, and Ocean Counties, N.J., Pike County, Pa., and Orange and Rockland Counties, N.Y., and *returned or damaged shipments* of the above-described commodities, and *empty containers*, from the above-described destination points, to Mt. Kisco, N.Y.

NOTE: Applicant indicates the proposed operation shall be restricted to transportation to be performed under individual contracts or agreements with persons, (as defined by the Commission), who operate retail, wholesale and chain stores, the business of which is the sale of food.

HEARING: November 9, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 118989 (Sub No. 1) Filed August 17, 1959. Applicant: NASHBAN BARREL & CONTAINER CO., INC., 9355 North Regent Road, Milwaukee 17, Wis. Authority sought to operate as a *common carrier*, by motor vehicle, over *irregular routes*, transporting: *Empty steel drums*, used and reconditioned, between Milwaukee, Wis., and Chicago, Ill.

HEARING: November 10, 1959, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 17.

No. MC 119026, filed June 25, 1959. Applicant: RAY ROBERTSON, doing business as ROBERTSON TRUCKING COMPANY, Dermott, Ark. Applicant's attorney: Louis Tarlowski, Rector Building, Little Rock, Ark. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fertilizer, nitrogen* and *nitrate of soda*, in truckloads only, from Lake Charles, La., to Pine Bluff and Dermott, Ark. (2) *Cottonseed meal and cakes*, from Dermott, Ark., to Greenville, Miss. (3) *Steel* and *galvanized feed bins* and *silos*, prefabricated, from Kansas City, Mo., to Dermott, Ark. (4) *Farm tractors* and *attachments* therefor moving in the same vehicles; *combines and cottonpicking machines* and *attachments* therefor moving in the same vehicles, from St. Louis, Mo., to Dermott, Ark. (5) *Wooden ax and hammer handles*, from Dermott, Ark., to New Orleans, La. Applicant also states the following exempt commodities will be transported, in truckloads only. (6) *Rice*, clean and polish, from Stuttgart, Jonesboro, West Memphis, and Carlisle, Ark., to Lake Charles, La. (7) *Oats*, whole; *milo* and *grains* as exempt by Administrative Ruling No. 107, from Dermott, Ark., to Lake Charles, La., in truckloads. (8) *Cotton*, baled and ginned, from Dermott, Ark., to Greenville, Miss., in truckloads. (9) *Cottonseed hulls*, from Dermott, Ark., to Greenville, Miss. (10) *Soya beans*, from Dermott, Ark., to Lake Charles, La.

HEARING: November 4, 1959, at the Arkansas Commerce Commission, Little Rock, Ark., before Examiner Gerald F. Colfer.

No. MC 119044, filed July 7, 1959. Applicant: RICHARD HENRY, 512 George Street, Irvine, Ky. Applicant's attorney: Mart V. Mainous, P.O. Box 354, Irvine, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed*, in bags, from Reading, Ohio to points in Estill, Lee, and Owsley Counties, Ky.

HEARING: November 17, 1959, at the Kentucky Hotel, Louisville, Ky., before Joint Board No. 37, or, if the Joint Board waives its right to participate, before Examiner Hugh M. Nicholson.

No. MC 119056, filed July 13, 1959. Applicant: MIDWEST TRUCK DISPATCH, INC., 707 Livestock Exchange Building, Omaha, Nebr. Applicant's attorney: J. Max Harding, IBM Building, 605 South 12th Street, Lincoln 8, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber, poles, piling* and *fence posts*, from points in California, Oregon, Washington, Montana, Idaho, and Nevada to points in Nebraska and Iowa, and *exempt commodities*, on return.

HEARING: November 13, 1959, at the Rome Hotel, Omaha, Nebr., before Examiner Reece Harrison.

No. MC 119058, filed July 13, 1959. Applicant: DELTA CARTAGE COMPANY, 1602 Union Commerce Building, Cleveland, Ohio. Applicant's attorney: Harold S. Ainsworth, National Bank of Commerce Building, New Orleans, La. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nickel* and *cobalt*, in drums and *commercial fertilizer*, in bags, between the site of the Freeport Nickel Company plant at or near Braithwaite, La., and points in Orleans, Plaquemines, St. Bernard, and Jefferson Parishes, La., and New Orleans, La.

HEARING: November 10, 1959, at the Federal Office Building, 600 South Street, New Orleans, La., before Joint Board No. 164, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 119067, filed July 15, 1959. Applicant: BURG TRUCKING CORP., 835 Washington Street, New York 14, N.Y. Applicant's attorney: August W. Heckman, 880 Bergen Avenue, Jersey City 6, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products* and *meat byproducts* as defined by the Commission in Section A of Appendix I to the report in Ex Parte MC 45, *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, except in bulk, in tank vehicles, from Elizabeth and Linden, N.J., to points in Nassau, Westchester, and Suffolk Counties, N.Y. Applicant is authorized to conduct operations as a contract carrier under Permit No. MC 46005 and Subs thereunder, in Connecticut, Maryland, New Jersey, New York, and Pennsylvania.

NOTE: Dual operations may be involved.

HEARING: November 10, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 119074, filed July 17, 1959. Applicant: ALFRED MULLER, doing business as AMADEL TRANSPORTATION AND WAREHOUSE CO., 59 Water 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 *contract carrier*, by motor vehicle, over irregular routes, transporting: *Glass*, from points in New York and New Jersey in the New York, N.Y., Commercial Zone, to Pinebrook, Roselle, and Paterson, N.J., and points in Long Island, N.Y., and *empty containers, pallets*, and *returned, refused and rejected shipments* of glass, on return.

NOTE: Applicant indicates the proposed transportation on import traffic only.

HEARING: November 16, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 119101, filed July 28, 1959. Applicant: BOB D. FLAGG, P.O. Box 193, Cape Girardeau, Mo. Applicant's representative: A. A. Marshall, 305 Buder Building, St. Louis 1, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Toilet preparations, drugs*, and *medicines*, from Lincoln, Ill., to Los Angeles and San Francisco, Calif., and *empty containers or other such incidental facilities*, used in transporting the above-described commodities, on return.

NOTE: The operation to be performed under a continuing contract with Lehn & Fink Company.

HEARING: November 9, 1959, at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Examiner David Waters.

No. MC 119103 (Sub No. 1), filed August 11, 1959. Applicant: J. EUGENE FORTIN, doing business as J. E. FORTIN TRANSPORT, Lacolle, 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: *Trailers, semi-trailers, trailer and semi-trailer chassis*, (other than those designed to be drawn by passenger automobile), including *component parts thereof* when moving with such trailers or semi-trailers (except commodities requiring special equipment), and van bodies, in initial movements, in truckaway service, from Hazelton, Pa., to the port of entry on the International Boundary line between the United States and Canada at or near Champlain, N.Y., and *rejected* and *damaged shipments* of the above-specified commodities on return.

HEARING: November 6, 1959, at the Federal Building, Albany, N.Y., before Examiner Abraham J. Essrick.

No. MC 119104, filed July 29, 1959. Applicant: RALPH DELLASALLA AND EDWARD McCRAN, doing business as D & M TRUCKING, 87 Hobart Place, Totowa Boro, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between points in New Jersey and points in Westchester, Rockland, Orange, Nassau, and Suffolk Counties, N.Y., and New York, N.Y.

HEARING: November 16, 1959, at 343 Broadway, New York, N.Y., before Examiner J. Essrick.

No. MC 119111, filed July 30, 1959. Applicant: HARVEY MACH, Corner Ninth and Superior Streets, P.O. Box 115, Antigo, Wis. Applicant's attorney: Ferdinand Born, 1017-19 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, from Indianapolis and Plymouth, Ind., to points in Wisconsin.

HEARING: November 13, 1959, at the U.S. Court Rooms, Indianapolis, Ind., before Joint Board No. 17.

No. MC 119119, filed August 3, 1959. Applicant: DECORATORS DELIVERY SERVICE CORP., a New York Corporation, 495 Kent Avenue, Brooklyn, N.Y. Applicant's attorney: Morris Honig, 150 Broadway, New York 38, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New Furniture, household appliances, radios, T.V. receiving sets, phonographs* and *combination radio-TV-phonograph sets*, between New York, N.Y., on the one hand, and, on the other, points in New Jersey, those in Fairfield County, Conn., and those in Rockland, Orange, Ulster, Sullivan, Putnam, and Dutchess Counties, N.Y.

HEARING: November 17, 1959, at 346 Broadway, New York, N.Y., before Examiner Abraham J. Essrick.

No. MC 119123, filed August 3, 1959. Applicant: MERRITT E. CAGWIN, R.F.D. No. 1, Lockport, Ill. Applicant's attorney: Grover Hoff, 233 West Monroe Street, Springfield, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Feed* and *feed ingredients* between points in Illinois, Indiana, Iowa, Kentucky, Missouri, and Wisconsin; and (2) *agricultural ballast* from all points in Washington County, Mo., to points in Illinois, Indiana, Iowa, Michigan, Missouri, Ohio, and Wisconsin.

HEARING: November 12, 1959, at the U.S. Court Rooms and Federal Building, Springfield, Ill., before Examiner David Waters.

No. MC 119128, filed August 5, 1959. Applicant: HERMAN BROS., INC., 711 W.O.W. Building, Omaha 2, Nebr. Applicant's attorney: Donald Stern, Suite 924, City National Bank Building, Omaha 2, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, and in packages, (1) from the site of Ash Grove Lime and Portland Cement Company plant at or near Louisville, Nebr., and the site of the Ideal Cement Company plant at or near Superior, Nebr., to points in Iowa, North Dakota, South Dakota, Minnesota, Kansas, and Missouri, and *empty containers or other such incidental facilities* used in transporting cement, on return; and (2) between points in Nebraska. Applicant is authorized to conduct common carrier operations in Iowa, Kansas, Missouri, Nebraska, and South Dakota.

NOTE: Dual operations may be involved.

HEARING: November 9, 1959, at the Rome Hotel, Omaha, Nebr., before Examiner Reece Harrison.

No. MC 119133, filed August 7, 1959. Applicant: CRONKWRIGHT TRANSPORT LTD., 444 Colborne Street North, Simcoe, Ontario, Canada. Applicant's representative: Floyd B. Piper, Crosby Building, Buffalo 2, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen fruits, berries and vegetables*, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, between points on the International Boundary between the United States and Canada at or near the Detroit, Niagara, St. Clair, St. Mary's, and St. Lawrence Rivers, on the one hand, and, on the other, points in Delaware, Illinois, Indiana, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Virginia, and the District of Columbia. Applicant states the proposed service will be restricted against transportation of ship-

ments from Detroit or Port Huron, Mich., to the boundary of the United States and Canada on the Detroit or St. Clair Rivers.

HEARING: November 2, 1959, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Abraham J. Essrick.

No. MC 119139, filed August 10, 1959. Applicant: BOCKBRADER BROS., an Ohio Corporation, Route 3, Bowling Green, Ohio. Applicant's attorney: John C. Halleck, 107 East Court Street, Bowling Green, Ohio. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, from Gibsonburg, Ohio to Chicago, Ill.

HEARING: November 4, 1959, at the New Post Office Building, Columbus, Ohio, before Joint Board No. 58.

No. MC 119150, filed August 13, 1959. Applicant: RUAN TRANSPORT CORPORATION OF MISSOURI, an Iowa Corporation, 408 Southeast 30th Street, Des Moines, Iowa. Applicant's attorney: H. L. Fabritz (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, in bags and in packages, from Kansas City, Mo., to points in Iowa, Kansas, Missouri, and Nebraska, and *rejected* and *returned shipments* of cement on return.

NOTE: Dual operations or common control may be involved.

HEARING: November 18, 1959, at the U.S. Court House and Custom House, 1114 Market Street, St. Louis, Mo., before Examiner David Waters.

No. MC 119150 (Sub No. 1), filed August 17, 1959. Applicant: RUAN TRANSPORT CORPORATION OF MISSOURI, an Iowa Corporation, 408 Southeast 30th Street, Des Moines, Iowa. Applicant's attorney: Henry L. Fabritz, P.O. Box 855, Des Moines, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, in bags and in packages, from St. Louis, Mo., to points in Arkansas, Illinois, Iowa, Kentucky, and Missouri, and *rejected* and *returned shipments* of cement on return.

NOTE: Applicant states that the above transportation will be performed under a continuing contract with Missouri Portland Cement Company, St. Louis, Mo. Dual operations or common control may be involved.

HEARING: November 18, 1959, at the U.S. Court House and Custom House, 1114 Market Street, St. Louis, Mo., before Examiner David Waters.

No. MC 119159, filed August 14, 1959. Applicant: EMMETT SCHMUTZ, doing business as SCHMITZ TRAILER HAVEN, Schott Road, Jefferson City, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo. Authority sought to operate as a *common carrier*, by motor vehicle, over *irregular routes*, transporting: *House trailers, cabin trailers, bungalow trailers*, and *trailers containing special equipment*, in secondary movements, in driveaway service, and *wheels, tires, axles, springs, racks, under carriages* and *all other support* which has been used or is to be used in connection with the transportation of trailers in secondary movements, between points in Missouri, on the one hand, and, on the other, points in Missouri, Illinois, Iowa, Kentucky, Tennessee, Arkansas, Oklahoma, Kansas, and Nebraska.

HEARING: November 17, 1959, at the U.S. Court House and Custom House, 1114 Market Street, St. Louis, Mo., before Examiner David Waters.

No. MC 119165, filed August 20, 1959. Applicant: SAMUEL SEEMAN, doing business as SEEMAN'S GREASING PALACE, 1 East 111th Street, Chicago 28, 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: *Wrecked, damaged or disabled motor vehicles*, between points in Illinois, Indiana, Ohio, Michigan, Wisconsin, Iowa, and Missouri.

HEARING: November 2, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 119170, filed August 21, 1959. Applicant: REEFER TRANSIT LINES, INC., 1415 West Pershing Road, Chicago, Ill. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cheese*, from Marshfield, Monroe, and Portage, Wis., to points in New York, New Jersey, Maryland, the District of Columbia, Pennsylvania, Ohio, and Delaware, and *empty containers or other such incidental facilities* used in transporting cheese, on return.

NOTE: Applicant is authorized to conduct operations as a contract carrier in Permit No. MC 4923 and sub numbers thereunder; a proceeding has been instituted under section 212(c) in No. MC 4923 Sub No. 8 to determine whether applicant's status is that of a contract or common carrier.

HEARING: November 6, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 119197, filed September 8, 1959. Applicant: RICHARD D. CHEATHAM, doing business as CHEATHAM TRANSPORT, 133 Richardson Drive, Somerset, Ky. Applicant's attorney: Fritz Krueger, Albertson Building, Somerset, Ky. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Lumber, feed, seed, grain* and *fertilizer*, from Somerset, Ky., to New Albany, Ind., Cincinnati, Ohio, and Kingsport, Lowden, Conasauga River, Jamestown, Morristown, Newport, Johnson City, Sevierville, Knoxville, Maryville, and Greenville, Tenn., and (2) *feed, seed, grain* and *fertilizer*, from Cincinnati, Ohio, to Somerset, Ky.

HEARING: November 17, 1959, at the Kentucky Hotel, Louisville, Ky., before Examiner Hugh M. Nicholson.

No. MC 119202, filed September 10, 1959. Applicant: PAUL L. BARNER, R.D. No. 1, Lock Haven, Pa. Applicant's attorney: Sidney A. Simon, 120 West Fourth Street, Williamsport, Pa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer*, from plant of American Agricultural Chemical Company, Baltimore, Md., to applicant's warehouse located in Pine Creek Township, Clinton County, Pa., and *empty containers or other such incidental facilities* used in transporting fertilizer, on return.

HEARING: November 5, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner James O'D Moran.

No. MC 119204, filed September 11, 1959. Applicant: RUDOLF STARY AND HY ASIN, a Partnership, doing business as WASHINGTON REFRIGERATED TRANSPORT, 79 Eye Street SE., Washington, D.C. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Perishable foods and meats*, in refrigerated vehicles, and *rejected or refused shipments thereof*, between Washington, D.C., and points in Virginia, West Virginia, and North Carolina.

NOTE: Applicant indicates it will specialize in loads in quantities of less than a full truckload.

HEARING: November 2, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Alton R. Smith.

MOTOR CARRIERS OF PASSENGERS

No. MC 97651 (Sub No. 3), filed August 26, 1959. Applicant: VALLEY COACH LINES, INC., 4335 Seymour Road, Flushing, Mich. Applicant's attorney: William B. Elmer, 1800 Buhl Building, Detroit 26, Mich. Authority sought to operate as a *common carrier*, by motor vehicle, over *regular and irregular routes*, transporting: *Passengers, and their baggage* in the same vehicle with passengers, *including express mail* and *newspapers*, (1) between Flushing, Mich., and Flint, Mich. over Pierson Road and Flushing Road; (2) between Flint, Mich., and Port Huron, Mich.; from Flint over Michigan Highway 21 to Port Huron, and return over the same route, serving all intermediate points on the above-specified routes; and *passengers and their baggage* in the same vehicle with passengers, *including express mail* and *newspapers*, in special and charter operations, between Flint, Lapeer, Imlay City, Port Huron, Davison, and Emmett, Mich., and points within fifteen (15) miles of each, on the one hand, and, on the other, the Port of Entry on the boundary between the United States and Canada at Port Huron, Mich.

NOTE: Applicant is authorized to conduct operations over the above-described regular routes under the Second Proviso of section 206(a)(1) in No. MC 97651. Applicant states it will request cancellation of such filing if and when the instant application is granted; and further states that this application is filed solely for the purpose of rendering a special charter operation between the described points and points in Canada.

HEARING: November 2, 1959, at the Olds Hotel, Lansing, Mich., before Joint Board No. 163.

No. MC 119142, filed August 24, 1959. Applicant: A. J. ARCHAMBEAULT, doing business as ARCHAMBEAULT & FILS ENGR., 765 St. Peter Street, St. Hyacinthe, Province of Quebec, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over ir-

regular routes, transporting: *Passengers and groups of passengers*, in special and charter operations, beginning and ending at the International Boundary line between the United States and Canada at or near Champlain and Rouses Point, N.Y., and Swanton and Derby Line, Vt., and extending to points in New York and Vermont.

HEARING: November 6, 1959, at 1:00 o'clock p.m., at the Federal Building, Albany, N.Y., before Examiner Abraham J. Essrick.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 42405 (Sub No. 12) (REPUBLICATION), filed August 27, 1959, published FEDERAL REGISTER issue of September 9, 1959. Applicant: MISTLETOE EXPRESS SERVICE, doing business as MISTLETOE EXPRESS, 111 Harrison, Oklahoma City, Okla. Applicant's attorney: Max G. Morgan, 443–54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, except Class A and B explosives, moving in express service, between Durant, Okla., and Sherman, Tex., over U.S. Highways 69–75, serving Denison, Tex., and serving Durant as a point of joinder only.

NOTE: The purpose of this republication is to reflect that applicant proposes to serve Denison, Tex. Applicant is authorized to conduct operations in Texas and Oklahoma.

No. MC 66562 (Sub No. 1515) (AMENDMENT), filed June 26, 1959, published at page 5518, issue July 8, 1959. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, 219 East 42d Street, New York 17, N.Y. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including Class A and B explosives*, moving in express service, (1) between Boston, Mass., and Manchester, N.H.: from Boston over City streets to Somerville, Mass., thence over Massachusetts Highway 38 to junction Massachusetts Highway 128, thence over Massachusetts Highway 128 to junction U.S. Highway 3, and thence over U.S. Highway 3 to Manchester, and return over the same route, serving the intermediate points of Nashua, N.H.; and (2) between Boston, Mass., and Dover, N.H.: from Boston over City streets to East Boston, Mass., thence over U.S. Highway 1 to junction U.S. Highway 95, thence over U.S. Highway 95 to junction New Hampshire Highway 16, and thence over New Hampshire Highway 16 to Dover, and return over the same route, serving Newburyport, Mass., and Hampton, N.H., as off-route points, and Portsmouth, N.H., as an intermediate point. Applicant is authorized to conduct operations throughout the United States.

NOTE: Applicant states that as the proposed shipments do not have an immediately prior or an immediately subsequent movement by rail or air, that the restriction requiring an immediately prior or immediately subsequent movement by rail or air, be omitted. Such shipments will, however, move under Applicant's through bill of lading or express receipt and under its rates, tariffs and classifications.

No. MC 66562 (Sub No. 1561), filed September 21, 1959. Applicant: RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, Law Dept., Railway Express Agency, Incorporated (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities, including Class A and B explosives*, moving in express service, between Boston, Mass., and Needham, Mass.: from Boston over city streets to Massachusetts Highway 9, thence over Massachusetts Highway 9 to Needham Street, Newton, Mass., and thence via Needham Street to Needham, and return over the same route, serving no intermediate points. RESTRICTIONS: The service to be performed will be limited to that which is auxiliary to, or supplemental of, express service, and shipments transported by applicant will be limited to those moving on a through bill of lading or express receipt, covering, in addition to the motor carrier movements by applicant, an immediately prior or an immediately subsequent movement by rail or air. Applicant is authorized to conduct operations throughout the United States.

No. MC 80504 (Sub No. 8), filed September 18, 1959. Applicant: HERMAN SHEIN, HOWARD M. SHEIN, JULES Y. SHEIN, PHILLIP SHEIN AND SAMUEL SHEIN, doing business as SHEIN'S EXPRESS, 1225 Calhoun Street, Trenton, N.J. Authority sought to operate as a *common carrier*, by motor vehicle, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the plant of the Crowell Corp. at Yorklyn, Del., as an off-route point in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Delaware, New Jersey, New York, and Pennsylvania.

No. MC 105559 (Sub No. 5), filed September 16, 1959. Applicant: M. E. SMITH, doing business as RELIABLE TRANSPORTATION COMPANY, 231 North Madison Avenue, Ottumwa, Iowa. Applicant's representative: Kenneth F. Dudley, 106 North Court Street, P.O. Box 557, Ottumwa, Iowa. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Used empty steel drums*, from North Chicago, Ill., to Ottumwa, Iowa. Applicant is authorized to conduct operations in Illinois, Iowa, and Wisconsin.

NOTE: Applicant holds common carrier authority in No. MC 111997 and Sub numbers thereunder. Dual operations under section 210 may be involved.

No. MC 113779 (Sub No. 106), filed September 17, 1959. Applicant: YORK INTERSTATE TRUCKING, INC., 9020 La Porte Expressway, P.O. Box 12385, Houston 17, Tex. Applicant's attorney: Dale Woodall. Same address as above. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ethanolamines* and *glycols*, in bulk, in tank vehicles, from Orange, Tex., to points in Florida and Indiana. Applicant is authorized to conduct operations in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, and Wyoming.

PETITIONS

No. MC 2941 (Sub No. 11), dated April 20, 1959. Petitioner: C & E TRUCKING CORPORATION, 1311 South Olive Street, South Bend 19, Ind. Petitioner's attorneys: Eugene L. Cohn, 1 North La Salle Street, Chicago, Ill., and Beverly S. Sims, 612 Barr Building, Washington 6, D.C. The following covers an Order of Division 1 entered in the subject proceeding August 19, 1959, which Order accepts for filing a petition tendered by the above-named petitioner and assigns the application for hearing and disposition jointly with No. MC 2941 (Sub No. 14). The petition, dated April 20, 1959, seeks reopening and reconsideration of Permit No. MC 64173 acquired by petitioner pursuant to an order entered January 8, 1948, in No. MC–FC–26992 and reassigned No. MC 2941 (Sub No. 11). The Permit No. MC 64173 authorized the transportation of packing house products, fresh meats, groceries, and fixtures used by retail butcher shops, over irregular routes, between Chicago, Ill., on the one hand, and, on the other, points in Illinois, Indiana, and Michigan. Petitioner seeks modification of the Permit now assigned No. MC 2941 (Sub No. 11), to include authority for the transportation of "such commodities as are dealt in by wholesale grocery houses and retail grocery stores".

HEARING: November 17, 1959, in Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Joint Board No. 73.

No. MC 59211 (PETITION FOR CORRECTION, CLARIFICATION, RECONSIDERATION AND REVISION OF CERTIFICATE), dated September 4, 1959. Petitioner: GREAT GEE FURNITURE TRUCKING CORPORATION, Constable Hook Road, P.O. Box 41, Bayonne, N.J. Petitioner's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N.J. By certificate dated March 21, 1941, petitioner was authorized to transport new furniture, between New York, N.Y., on the one hand, and, points in Morris, Passaic, Somerset, Union, Mercer, Bergen, Essex, Hudson, Middlesex, and Monmouth Counties, N.J., and Westchester, Rockland, Putnam, Orange, Nassau, and Suffolk Counties, N.Y., on the other. Petitioner requests the Commission to reopen the proceeding for reconsideration for the sole purpose of revising and reissuing the

certificate so as to authorize the transportation of *New furniture*, over irregular routes, between New York, N.Y., Commercial Zone, as defined in 1 M.C.C. 665, on the one hand, and, on the other, points in Bergen, Essex, Hudson, Mercer, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union Counties, N.J., and Nassau, Orange, Putnam, Rockland, Suffolk, and Westchester Counties, N.Y. Any person or persons desiring to participate in this proceeding may file representations supporting or opposing the relief sought within 30 days after the date of this publication in the FEDERAL REGISTER.

No. MC 113974, dated September 4, 1959. Petitioner: PITTSBURGH & NEW ENGLAND TRUCKING CO., 211 Washington Avenue, Dravosburg, Pa. Petitioner's attorney: John P. McMahon, 44 East Broad Street, Columbus 15, Ohio. Petition for waiver of Rule 1.101(e), and for reopening reconsideration, and modification of the Commission's Orders of June 4, 1951, and April 15, 1949, issued in MC 63870 and MC 63870 (Sub No. 1), and the Order of December 23, 1954, issuing Certificate in MC 113974.

Petitioner and its predecessors were issued authority under the above docket numbers to transport scrap metal and metal and metal pigs, between points in Connecticut, Massachusetts, New Jersey, New York (with certain exceptions), and Pennsylvania. Petitioner seeks modification of the Certificates in MC 63870 and MC 63870 (Sub. No. 1) so that that part of each of the above certificates which authorizes the transportation of metal pigs be determined to include metal ingots, slabs, bars, shot metal and anodes, and that portion of the commodity description in Certificate MC 113974 reading: *metal pigs*, be amended to specifically authorize the transportation of *metal pigs, ingots, slabs, bars, shot metal*, and *anodes*. Any person or persons desiring to participate in this proceeding may file representations supporting or opposing the relief sought within 30 days after the date of this publication in the FEDERAL REGISTER.

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 carrier of property or passengers under section 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 7318 (correction) (THE NEW DIXIE LINES, INC.—PURCHASE—JOCIE MOTOR LINES, INC.) published in the September 23, 1959, issue of the FEDERAL REGISTER on page 7681. The statement, "Operating rights sought to be merged" should have read, "Operating rights sought to be transferred."

No. MC-F 7323. Authority sought for control by J. E. M. TRANSPORTATION CO., INC., Route 84, P.O. Box 444, Middletown, N.Y., of BLACKBURN & RICKLEFS, INC., Route 84, P.O. Box 444, Middletown, N.Y., and for acquisition by JAMES EVERITT MORLEY, also of Middletown, of control of BLACKBURN & RICKLEFS, INC., through the acquisition by J. E. M. TRANSPORTATION CO., INC. Applicant's attorney: Jerome Markovits, 90 North Street, Middletown, N.Y. Operating rights sought to be controlled: *Cream* and *condensed, skimmed, and powdered milk*, as a *common carrier* over irregular routes, from certain points in New York to certain points in Massachusetts, New Jersey, Pennsylvania, and Connecticut and from certain points in New York to New York, N.Y.; *milk cans*, from certain points in Massachusetts, New Jersey, Pennsylvania, and Connecticut to certain points in New York; *barrel liners* and *containers*, from certain points in New Jersey to certain points in New York; *raw milk*, in tank trucks, from certain points in New York to New York, N.Y., Hershey, Pa., and certain points in New Jersey; *frozen cream*, in containers, from Arcade, N.Y., to New York, N.Y., and Paterson, N.J. J. E. M. TRANSPORTATION CO., INC, has been conditionally authorized under section 210a(a) of the Act, in Docket No. MC 119164 Sub 1TA, for a period of 180 days from September 21, 1959, to transport *grain and grain products, animal and poultry feed*, in bulk, in vehicles equipped with mechanical blower equipment, as a *common carrier* from the plant site of the Coop. G.L.F. Exchange, Inc., Mills Division at Bordentown, N.J., to points in six New York and five Pennsylvania counties. Its controlling stockholder, JAMES EVERITT MORLEY, is authorized to operate as a *contract carrier* in New York, New Jersey and Pennsylvania. Application has not been filed for temporary authority under section 210a(b).

NOTE: Concurrently with the filing of the application, J. E. M. TRANSPORTATION CO., INC., by counsel, requested entry of an order that the necessity for submission of the application is now academic and should be dispensed with.

No. MC-F 7324. Authority sought for control by INDIANAPOLIS-KANSAS CITY MOTOR EXPRESS COMPANY, 3537 Broadway, Kansas City 11, Mo., of DECATUR SEAWAY MOTOR EXPRESS, INC., 530 Kentucky Avenue, Indianapolis, Ind. Applicant's attorneys: Lee Reeder and Wentworth E. Griffin, both of 1012 Baltimore, Kansas City 5, Mo. Operating rights sought to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes including routes between specified points in Illinois, between Chicago, Ill., and St. Louis, Mo., between Chicago, Ill., and Terre Haute, Ind., between Chicago, Ill., and Indianapolis, Ind., between Chicago, Ill., and Gary, Ind., between Canton, Ill., and St. Louis, Mo., between St. Louis, Mo., and Indianapolis, Ind., between Gary, Ind., and Joliet, Ill., between specified points in Indiana, between Chicago, Ill., and Toledo, Ohio, between Quincy, Ill., and Rockville, Ind., between Danville, Ill., and Indianapolis, Ind., between Indianapolis, Ind., and Cincinnati, Ohio, and between specified points in Ohio, serving certain intermediate and off-route points; several alternate routes for operating convenience only; *general commodities*, including Class A and B explosives, between Terre Haute, Ind., and Prairie Creek or the Vigo Ordnance Depot, Ind., serving no intermediate points; *iron and steel articles* as described in Groups II and III of Appendix V to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, over irregular routes, from Aurora, Ind., to points in Indiana, restricted to shipments having an immediately prior movement by water carrier. INDIANAPOLIS-KANSAS CITY MOTOR EXPRESS COMPANY is authorized to operate as a *common carrier* in Illinois, Indiana, Missouri, West Virginia, Kansas, Virginia and Ohio. Application has been filed for temporary authority under section 210a(b).

No. MC-F 7325. Authority sought for purchase by STAR TRANSFER COMPANY, 1024 Second Avenue North, P.O. Box 229, Billings, Mont., of the operating rights and property of FRANK V. BURLESON, 2615 Beth Drive, Billings, Mont. Applicants' representative: Richard Popelka, President of Star Transfer Company, Box 229 (1024 Second Avenue North), Billings, Mont. Operating rights sought to be transferred: *Feed, salt, building materials, fencing material*, and *farm machinery, farm implements, and parts thereof*, as a *common carrier* over irregular routes, between certain points in Montana and certain points in Wyoming. RESTRICTION: No service shall be performed between any two points, both of which are incorporated towns or cities. Vendee is authorized to operate as a *common carrier* in Montana, Wyoming and Idaho. Application has not been filed for temporary authority under section 210a(b).

No. MC-F 7326. Authority sought for purchase by AUGUST PRA SISTO, FLORIAN PRA SISTO, ALBERT MARCHINI, AND WALTER MARCHINI, doing business as MOON CARRIER, 515 River Road, Clifton, N.J., of the operating rights and property of CONDON'S EXPRESS, 324 Wabash Avenue, Paterson, N.J. Applicants' attorneys: Bowes & Millner, 1060 Broad Street, Newark, N.J. Operating rights sought to be transferred: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over irregular routes, between New York, N.Y., on the one hand, and, on the other, certain points in New Jersey; *cotton piece goods, rayon yarn, hardware*, and *silk*, from New York, N.Y., and certain points in New Jersey to Columbia and Marietta, Pa.; *hardware, dress goods*, and *cotton piece goods*, from Columbia and Marietta, Pa., to New York, N.Y., and certain points in New Jersey. Vendee is authorized to operate as a *common carrier* in New York, Pennsylvania and New Jersey. Application has been filed for temporary authority under section 210a(b).

No. MC-F 7327. Authority sought for purchase by CONSOLIDATED EXPRESS CO., INC., Dudley Town Road, Bloomfield, Conn., of a portion of the operating rights of SERVICE TRANS-

PORTATION, INCORPORATED, Hollow Road, P.O. Box 93, Stafford Springs, Conn., and for acquisition by CARL M. GIORDANO, 48 Knight Street, Wethersfield, Conn., of control of such rights through the purchase. Applicants' attorney: Reubin Kaminsky, 410 Asylum Street, Hartford, Conn. 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 Torrington, Conn., and New York, N.Y., serving certain intermediate and off-route points; alternate route for operating convenience only between Danbury, Conn., and New York, N.Y.; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between Torrington, Conn., on the one hand, and, on the other, points in Connecticut. Vendee is authorized to operate as a *common carrier* in Massachusetts, New York, Connecticut, and New Jersey. Application has been filed for temporary authority under section 210a(b).

No. MC–F 7328. Authority sought for control and merger by RIO GRANDE MOTOR WAY, INC., 775 Wazee Street, P.O. Box 5482, Denver 9, Colo., of the operating rights and property of CARBON MOTORWAY, INC., 230 West Seventh South Street, Salt Lake City, Utah, and for acquisition by THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY, 1531 Stout Street, Denver, Colo., of control of such rights and property through the transaction. Applicants' attorney: T. A. White, 604 Rio Grande Building, Denver 17, Colo. Operating rights sought to be controlled and merged: *General commodities*, as a *common carrier* over regular routes, between Provo, Utah, and Park City, Utah, and between Orem, Utah, and junction Utah Highway 52 and U.S. Highway 189, serving all intermediate and certain off-route points; *general comomdities*, excepting, among others, household goods and commodities in bulk, between Salt Lake City, Utah, and junction U.S. Highway 40 and Utah Highway 6 (approximately one mile north of Park City, Utah), between Spanish Fork, Utah, and Marysvale, Utah, between Nephi, Utah, and Gunnison, Utah, between Price, Utah, and Grand Junction, Colo., and between Springville, Utah, and Emery, Utah, serving certain intermediate and off-route points; *general commodities*, excepting, among others, household goods, but not excepting commodities in bulk, between Salt Lake City, Utah, and Price, Utah, between Springville, Utah, and junction U.S. Highways 50 and 6 (approximately four miles east of Spanish Fork, Utah), and between Pleasant Grove, Utah, and Provo, Utah, serving certain intermediate and off-route points. RIO GRANDE MOTOR WAY, INC., is authorized to operate as a *common carrier* in Colorado and New Mexico. Application has not been filed for temporary authority under section 210a(b).

No. MC–F 7329. Authority sought by CONSOLIDATED FREIGHTWAYS, INC., 175 Linfield Drive, Menlo Park, Calif., to control and merge the operating rights and property of SMITH'S TRANSFER CORPORATION OF STAUNTON, VA., Box 1000, Staunton, Va., and to control THE H. T. SMITH EXPRESS COMPANY, Box 1000, Staunton, Va. Applicants' attorneys: John R. Turney and J. G. Dail, Jr., both of 2001 Massachusetts Avenue NW., Washington 6, D.C., and Eugene T. Liipfert, 175 Linfield Drive, Menlo Park, Calif. Operating rights sought to be controlled and merged: *General commodities*, excepting, among others, household goods and loose bulk commodities, as a *common carrier* over regular routes, between Harrisonburg, Va., and Baltimore, Md., and between Waynesboro, Va., and Philadelphia, Pa., serving all intermediate and certain off-route points; alternate route for operating convenience only between Winchester, Va., and Baltimore, Md.; *general commodities*, excepting, among others, household goods and commodities in bulk, between Luray, Va., and New York, N.Y., between Staunton, Va., and Covington, Va., between Manassas, Va., and Washington, D.C., from Washington, D.C., to Orange, Va., between junction Virginia Highway 236 and U.S. Highway 29, and Washington, D.C., from Orange, Va., to junction U.S. Highway 29 and Virginia Highway 236, between Covington, Va., and Charleston, W. Va., between Waynesboro, Va., and Orange, Va., between Gainesville, Va., and Strasburg, Va., between Winchester, Va., and New Market, Va., serving certain intermediate and off-route points; two alternate routes for operating convenience only; *general commodities*, except those of unusual value, dangerous explosives, commodities in bulk, and those requiring special equipment, between Philadelphia, Pa., and New York, N.Y., serving certain intermediate and off-route points; *milk, cream*, and *acetylene gas*, in cylinders, from Orange, Va., to Washington, D.C., serving all intermediate and certain off-route points; *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between Weyers Cave, Va., on the one hand, and, on the other, points in Virginia within 85 miles of Weyers Cave, between certain points in Virginia on the one hand, and, on the other, Baltimore, Md., Wilmington, Del., certain points in Pennsylvania, New York, New Jersey and West Virginia, and points in North Carolina and South Carolina, between New York, N.Y., and certain points in New Jersey, on the one hand, and, on the other, certain points in New Jersey and Pennsylvania, between Staunton, Va., on the one hand, and, on the other, points in Virginia within 85 miles of Weyers Cave, Va., between points in the Bristol, Va.-Tenn., Commercial Zone, as defined by the Commission, between Bluefield, Va., Bluefield, W. Va., and points within five miles of Bluefield, W. Va., between Bluefield, Va., points within five miles of Bluefield, Va., and points within five miles of Bluefield, W. Va., on the one hand, and, on the other, points in that part of Virginia and West Virginia within 75 miles of that territory, between Bluefield, W. Va., on the one hand, and, on the other, points in West Virginia and certain points in Virginia, and between Bluefield, Va., and points in Virginia within five miles of Bluefield, Va., and Bluefield, W. Va., and points in West Virginia within five miles of Bluefield, W. Va., on the one hand, and, on the other, certain points in Kentucky; *petroleum products*, in containers, from Baltimore, Md., to Clifton Forge and Covington, Va. In addition to the authority described in Sections (A) and (B) of Certificate No. MC 110683, the carrier is authorized to perform through service in the transportation of authorized commodities under a combination of the authorities in Section (A) on the one hand, and, on the other, Section (B), when under one such section the carrier is authorized to transport the shipment to a gateway point from which the shipment is authorized to be transported under another such section, provided in each instance the movement is made through such authorized gateway point or points. Authority sought to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier* over regular routes, between Meriden, Conn., and Boston, Mass., between Meriden, Conn., and Carteret, N.J., between Meriden, Conn., and Winsted, Conn., between Meriden, Conn., and Thomaston, Conn., between Meriden, Conn., and East Hampton, Conn., between Meriden, Conn., and Hartford, Conn., between Hartford, Conn., and Sturbridge, Mass., and between Waterbury, Conn., and Bridgeport, Conn., serving all intermediate and certain off-route points; *general commodities*, excepting, among others, household goods but not excepting commodities in bulk, over irregular routes, between points in Connecticut, and between Meriden, Conn., on the one hand, and, on the other, certain points in Massachusetts, New Jersey and New York. CONSOLIDATED FREIGHTWAYS, INC., is authorized to operate as a *common carrier* in Arizona, California, Alaska, Colorado, Idaho, Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oregon, Pennsylvania, South Dakota, Utah, Washington, West Virginia, Wisconsin and Wyoming. Application has not been filed for temporary authority under Section 210a(b).

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 59–8191; Filed, Sept. 30, 1959; 8:45 a.m.]

[Notice 198]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 28, 1959.

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

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

No. MC–FC 62431. By order of September 24, 1959, the Transfer Board approved the transfer to W. Arnold Blythe, doing business as Blythe Contractors, New Britain, Pa., of Certificate in No. MC 49043, issued May 29, 1941, to Wilson Hesson, Alfred E. Brough, Executor, doing business as Clark & Company, Philadelphia, Pa., authorizing the transportation of: *Machinery and machine parts* requiring special handling, between Philadelphia, Pa., on the one hand, and, on the other, points in New York, New Jersey, and Delaware, within 150 miles of Philadelphia. Louis F. Floge, 1719 Packard Building, Philadelphia 2, Pa., for applicants.

No. MC–FC 62523. By order of September 24, 1959, the Transfer Board approved the transfer to Anthony W. Dauito, Vineland, N.J., of the operating rights in Certificate No. MC 108106, issued September 3, 1959, to Armellini Express Lines, a Corporation, Vineland, N.J., authorizing the transportation, over irregular routes, of agricultural commodities, agricultural containers, flower bulbs, eggs, farm machinery, fruits, and fresh cut flowers, from and to specified points in New York, New Jersey, Pennsylvania, and Florida. The Transfer Board also approved the substitution of Anthony W. Dauito as applicant in Docket No. MC 108106 Sub 5. Jacob Polin, 314 Old Lancaster Road, Merion, Pennsylvania, for applicants.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 59–8215; Filed, Sept. 30, 1959; 8:48 a.m.]

[Notice 31]

APPLICATIONS FOR MOTOR CARRIER "GRANDFATHER" CERTIFICATE OR PERMIT

SEPTEMBER 25, 1959.

The following applications and certain other procedural matters relating thereto are filed under the "grandfather" clause of section 7(c) of the Transportation Act of 1958. These matters are governed by special rule § 1.243 published in the FEDERAL REGISTER issue of January 8, 1959, page 205, which provides, among other things, that this publication constitutes the only notice to interested persons of filing that will be given; that appropriate protests to an application (consisting of an original and six copies each) must be filed with the Commission at Washington, D.C., within 30 days from the date of this publication in the FEDERAL REGISTER; that failure to so file seasonably will be construed as a waiver of opposition and participation in such proceeding, regardless of whether or not an oral hearing is held in the matter; and that a copy of the protest also shall be served upon applicant's representative (or applicant, if no practitioner representing him is named in the notice of filing).

These notices reflect the operations described in the applications as filed on or before the statutory date of December 10, 1958.

No. MC 112069 (Sub No. 7), (REPUBLICATION), filed December 10, 1953, published FEDERAL REGISTER issue of February 18, 1959. Applicant: LIPSMAN-FULKERSON & CO., a Corporation, 314 South 11th Street, Omaha, Nebr. Applicant's attorney: Donald A. Morken, Eleven Hundred First National-Soo Line Building, Minneapolis 2, Minn. By application filed December 10, 1958, under the Grandfather clause of section 7 of the Transportation Act of 1958, applicant seeks authority to continue to transport: *Frozen fruits, frozen berries,* and *frozen vegetables* in non-radial operations between points in 34 states. The application as originally filed did not cover operations involving the state of Nevada through error. The purpose of this republication is to add Nevada as a service state. Service to that state is substantiated by the list of representative shipments filed with the application when same was originally filed.

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 59–8189; Filed, Sept. 30, 1959; 8:45 a.m.]

[Notice 99]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

SEPTEMBER 25, 1959.

The following letter-notices of proposals to operate over deviation routes for operating convenience only with service at intermediate points have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

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

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

MOTOR CARRIERS OF PROPERTY

No. MC 8948 (Deviation No. 2), WESTERN TRUCK LINES LTD., 2550 East 28th Street, Los Angeles 58, Calif. Carrier proposes to operate as a *common carrier,* by motor vehicle, of *general commodities,* with certain exceptions, over a deviation route as follows: from the junction of U.S. Highway 80 and California Highway 98 approximately 7 miles northeast of Mountain Springs, Calif., over California Highway 98 to junction U.S. Highway 80 at Midway Wells, Calif., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between the same termini over U.S. Highway 80.

No. MC 20824 (Deviation No. 1), COMMERCIAL MOTOR FREIGHT, INC., OF INDIANA, 111 East McCarty Street, Indianapolis, Ind., filed August 20, 1959. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities,* with certain exceptions, over a deviation route as follows: from Mitchell, Ind., over Indiana Highway 60 to junction U.S. Highway 31–E, thence over U.S. Highway 31–E to Louisville, Ky., and return over the same route for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent route as follows: from Louisville, Ky., over U.S. Highway 150 to Paoli, Ind., thence over Indiana Highway 37 to Indianapolis, Ind., thence over U.S. Highway 36 to junction Indiana Highway 9, thence over Indiana Highway 9 via Marion, Ind., to Huntington, Ind., and thence over U.S. Highway 24 to Fort Wayne, and return over the same route.

No. MC 33278 (Deviation No. 1), LEE TRANSPORTATION COMPANY, 418 Olive Street, St. Louis 2, Mo., filed September 14, 1959. Carrier proposes to operate as a *common carrier,* by motor vehicle of *general commodities,* with certain exceptions, over a deviation route as follows: From St. Louis, Mo., over U.S. Highway 40 By-pass to junction U.S. Highway 61, and thence over U.S. Highway 61 to junction U.S. Highway 24, and thence over U.S. Highway 24 to Quincy, Ill., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent routes as follows: from Quincy over Illinois Highway 104 through Liberty, Chambersburg and Meredosia, Ill., to junction Illinois Highway 100, thence over Illinois Highway 100 through Bluffs, Ill., to junction U.S. Highway 36, thence over U.S. Highway 36 to junction Illinois Highway 106, thence over Illinois Highway 106 through Ashley, Ill., to Whitehall; from Macomb, Ill., over U.S. Highway 67 via Rushville, Ill., to junction Alternate U.S. Highway 67 (formerly U.S. Highway 67), thence over Alternate U.S. Highway 67 to junction U.S. Highway 67, thence over U.S. Highway 67 to St. Louis; and return over the same routes.

No. MC 33278 (Deviation No. 2), LEE TRANSPORTATION COMPANY, 418 Olive Street, St. Louis 2, Mo., filed September 14, 1959. Carrier proposes to operate as a *common carrier* by motor

vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: from St. Louis, Mo., over U.S. Highway 66 to Springfield, Ill., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: from Alton, Ill., across the Mississippi River to junction U.S. Highway 67 (formerly Missouri Highway 99) thence over U.S. Highway 67 to St. Louis; from junction Alternate U.S. Highway 67 (formerly U.S. Highway 67) and Illinois Highway 111 over Illinois Highway 111 to junction Illinois Highway 104, thence over Illinois Highway 104 to junction Illinois Highway 4, thence over Illinois Highway 4 to junction U.S. Highway 36, and thence over U.S. Highway 36 to Springfield; and return over the same routes.

No. MC 33278 (Deviation No. 3), LEE TRANSPORTATION COMPANY, 418 Olive Street, St. Louis 2, Mo., filed September 18, 1959. Carrier proposes to operate as a *common carrier* by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: from Peoria over Illinois Highway 29 to junction Illinois Highway 121, thence over Illinois Highway 121 to junction U.S. Highway 66, thence over U.S. Highway 66 to St. Louis, Mo., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Peoria and St. Louis over pertinent routes as follows: from Peoria over U.S. Highway 24 to junction Illinois Highway 9, thence over Illinois Highway 9 to Bushnell, Ill., thence over Illinois Highway 41 to junction U.S. Highway 136 (formerly Illinois Highway 10), thence over U.S. Highway 136 to Macomb; from Peoria over U.S. Highway 24 to Duncan Mills, Ill., thence over U.S. Highway 136 (formerly U.S. Highway 10), to Macomb; from Peoria over U.S. Highway 24 to junction Illinois Highway 9, thence over Illinois Highway 9 to Canton, Ill., thence over Illinois Highway 78 (formerly Illinois Highway 100), to junction Illinois Highway 100, thence over Illinois Highway 100 to Lewiston, Ill., thence over Illinois Highway 97 to junction Illinois Highway 95, thence over Illinois Highway 95 to junction Illinois Highway 41, thence over Illinois Highway 41 to junction U.S. Highway 136 (formerly Illinois Highway 41), thence over U.S. Highway 136 to Adair, Ill., thence over unnumbered highways to Industry, Ill., thence over U.S. Highway 67 to Macomb; from Macomb over U.S. Highway 67 via Rushville, Ill., to junction Alternate U.S. Highway 67 (formerly U.S. Highway 67), thence over Alternate U.S. Highway 67 to junction U.S. Highway 67, thence over U.S. Highway 67 to St. Louis, Mo.; from Alton across the Mississippi River to junction U.S. Highway 67 (formerly Missouri Highway 99), and thence over U.S. Highway 67 to St. Louis; and return over the same routes.

No. MC 72300 (Deviation No. 1), LEE-AMERICAN FREIGHT SYSTEM, INC., 418 Olive Street, St. Louis 2, Mo., filed September 18, 1959. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions over a deviation route as follows: from Rockford, Ill., over Illinois Highway 2 to junction Illinois Highway 78, thence over Illinois Highway 78 to junction Alternate U.S. Highway 67, thence over Alternate U.S. Highway 67 to junction Illinois Highway 140, thence over Illinois Highway 140 to junction Illinois Highway 159, thence over Illinois Highway 159 to St. Louis, and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between Rockford and St. Louis over the following pertinent route: from St. Louis over U.S. Highway 66 to junction Illinois Highway 4–A, thence over Illinois Highway 4–A to junction Illinois Highway 83, thence over Illinois Highway 83 to junction U.S. Highway 20, thence over U.S. Highway 20 to Rockford, and return over the same route.

MOTOR CARRIER OF PASSENGERS

No. MC 1501 (Deviation No. 33), THE GREYHOUND CORPORATION, 2600 Hamilton, Cleveland 14, Ohio. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers*, over a deviation route as follows: from the junction of Ohio Highway 120 and Ohio Highway 51 over Ohio Highway 120 to junction Alternate U.S. Highway 24, thence over Alternate U.S. Highway 24 to junction of Ohio–Highway 85, thence over Alternate U.S. Highway 24 to junction U.S. Highway 24, thence over U.S. Highway 24 to junction the Willow Run Expressway, thence over the Willow Run Expressway to its junction with the Edsel Ford Expressway and thence over the Edsel Ford Expressway to Detroit, (also from Toledo via city streets to junction Alternate U.S. Highway 24 within the city limits of Toledo) and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers over pertinent service routes as follows: from Port Austin, Mich., over U.S. Highway 25 via Port Huron, Mt. Clemens, and Monroe, Mich., and Toledo, Perrysburg and Findlay, Ohio to Dayton, Ohio (also from junction U.S. Highway 25 and Michigan Highway 29 at or near Marysville, Mich., over Michigan Highway 29 via St. Clair, Fairhaven and New Baltimore, Mich., to junction U.S. Highway 25 approximately 5 miles west of New Baltimore; from New Baltimore over Michigan Highway 59 (formerly Michigan Highway 29) to junction U.S. Highway 25 three miles of Mount Clemens; also from Mount Clemens over Mt. Clemens Drive and Harper Ave., to Detroit, thence over city streets via River Rouge, Ecorse, Wyandotte and Trenton, Mich., to junction County Highway 379, thence over County Highway 379 to Rockwood, and thence over Michigan Highway 56 to Monroe, and thence over Michigan Highway 50 to junction U.S. Highway 24; from Detroit over South Fort Street via Lincoln Park to junction Fort Ave., thence over Fort Ave., to junction U.S. Highway 25, approximately 2 miles south of Lincoln Park; from junction U.S. Highways 25 and 24, 5 miles north of Monroe over U.S. Highway 24 to Toledo; from junction U.S. Highway 25 and Alternate U.S. Highway 24 south of La Salle, Mich., over Alternate U.S. Highway 24 to Toledo; from Chicago over U.S. Highway 41 to Hammond, Ind., thence over U.S. Highway 20 via Gary, Rolling Prairie, South Bend and Elkhart, Ind., to junction Ohio Highway 102, thence over Ohio Highway 102 to Toledo, Ohio, thence over Ohio Highway 120 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Ohio Highway 10, a point approximately ½ mile south of Kipton, Ohio, thence over Ohio Highway 10 to junction U.S. Highway 20, thence over U.S. Highway 20 via Cleveland, Painesville and Geneva, Ohio to Erie, Pa., thence over U.S. Highway 19 to Waterford, Pa., thence over Pennsylvania Highway 97 to Union City, Pa., thence over U.S. Highway 6 via Warren, Smethport, East Charleston, Mansfield, Towanda (including relocations of U.S. Highway 6 (a) between Warren and Stoneham, Pa., and (b) west of Towanda), and Osterhout, Pa., to Scranton, Pa., thence over Pennsylvania Highway 307 to junction U.S. Highway 611 at Dalesville Junction, Pa., thence over U.S. Highway 611 (including relocation of U.S. Highway 611 between Ells Corner and Tobyhanna, Pa.), via Mt. Pocono, and Stroudsburg, Pa., to junction U.S. Highway 46, thence over U.S. Highway 46 via Buttzville, N.J., to Pine Brook, N.J., thence over Broomfield Ave., to Newark, N.J., thence over U.S. Highway 1 to Jersey City, N.J., and thence through the Holland Tunnel to New York (also from Gary over U.S. Highway 6 to junction Indiana Highway 51, thence over Indiana Highway 51 to Hobart, Ind., thence over Indiana Highway 130 to Valparaiso, Ind., thence over Indiana Highway 2 to junction U.S. Highway 20 at a point approximately one mile east of Rolling Prairie; from junction U.S. Highway 6 and Indiana Highway 51 over Indiana Highway 51 to junction U.S. Highway 20; from junction U.S. Highway 20 and Indiana Highway 2 over Indiana Highway 2 to South Bend, thence over U.S. Highway 33 to Elkhart; from Toledo over Ohio Highway 2 to Sandusky, Ohio, thence over U.S. Highway 6 via Lorain, Ohio to Cleveland; from Cleveland over East 105th St., to Bratenahl, Ohio, thence over Ohio Highway 283 to Painesville, thence over Ohio Highway 84 to junction Ohio Highway 534 at Harper's Corners, thence over Ohio Highway 534 to Geneva; from Warren over U.S. Highway 6 to junction Pennsylvania Highway 59, thence over Pennsylvania Highway 59 to Custer, Pa.; thence over U.S. Highway 219 to junction Pennsylvania Highway 46, thence over Pennsylvania Highway 46 via Farmers Valley, Pa., to junction U.S. Highway 6 at a point approximately ½ mile east of Smethport; from junction U.S. Highway 6 and unnumbered highway near East Charleston over unnumbered highway to junction U.S. Highway 15, thence over U.S. Highway 15 to Mansfield; from Youngstown over Ohio Highway 18 to

Bellevue, Ohio, thence over U.S. Highway 20 to junction Ohio Highway 120, and thence over Ohio Highway 120 to Toledo; from junction Ohio Highway 110 and U.S. Highway 24 approximately ½ mile north of Grand Rapids, Ohio over U.S. Highway 24 via Toledo, Ohio to Flat Rock, Mich., thence over U.S. Highway 25 to Detroit; from junction Ohio Turnpike and Ohio Highway 18 over the Ohio Turnpike to the Ohio Indiana State line; from Toledo over Ohio Highway 120 to Stony Ridge-Toledo Interchange; from Toledo over unnumbered highway to Maumee-Toledo Interchange; and return over the same routes.

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 59-8190; Filed, Sept. 30, 1959; 8:45 a.m.]

MISSISSIPPI VALLEY BARGE LINE CO. ET AL.

Petition for Declaratory Order

SEPTEMBER 25, 1959.

No. W-C-5, petition for a declaratory order under section 5(d) of the Administrative Procedure Act, dated August 28, 1959, of: Petitioners: MISSISSIPPI VALLEY BARGE LINE COMPANY, 411 North Seventh Street, St. Louis 1, Mo. FEDERAL BARGE LINES, INC., 611 East Marceau Street, St. Louis 11, Mo. AMERICAN COMMERCIAL BARGE LINE COMPANY, 2919 Buffalo Drive, Houston, Tex. Petitioners attorneys: Harry C. Ames, 216 Transportation Bldg., Washington 6, D.C., and Richard J. Hardy and Nuel D. Belnap, One North La Salle Street, Chicago 2, Ill. Petitioners request the Commission to institute an appropriate proceeding under section 5(d) of the Administrative Procedure Act (5 U.S.C. sec. 1004(d)) for the purpose of issuing a declaratory order to remove uncertainty as to the status under the Act of persons for whom petitioners may perform regulated general towage, when such persons are transporting bulk freight on agreed rates not published and filed with the Commission. Petitioners set forth in the petition various examples and pose certain questions to illustrate the need for a declaratory order to issue.

PETITION, dated August 31, 1959, by: Petitioners: JOHN I. HAY COMPANY and COYLE LINES INCORPORATED; Petitioners attorneys: Donald Macleay, 1625 K Street NW., Washington, D.C., and W. Y. Wildman, 332 South Michigan Avenue, Chicago, Ill. Petition for a declaratory order under section 5(d) of the Administrative Procedure Act (5 U.S.C. 1004(d)), to remove uncertainty as to the construction and application of the exemption afforded by section 303(b) of the Interstate Commerce Act. Petitioners set forth various examples and propound certain questions to support their request for a declaratory order in the petition.

Any person or persons desiring to participate in these proceedings may file representations supporting or opposing the issuance of declaratory orders within 30 days after the date of this publication in the FEDERAL REGISTER.

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 59-8192; Filed, Sept. 30, 1959; 8:45 a.m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

EMMA BARBARA LEU

Notice of Intention To Return Vested Property

Pursuant to section 32(f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Emma Barbara Leu, Mittlerestrasse 66, Basle, Switzerland, $341.42 in the Treasury of the United States.

Vesting Order No. 17670. Claim No. 61901.

Executed at Washington, D.C., on September 22, 1959.

For the Attorney General.

[SEAL] DALLAS S. TOWNSEND, *Assistant Attorney General, Director, Office of Alien Property.*

[F.R. Doc. 59-8223; Filed, Sept. 30, 1959; 8:49 a.m.]

JOSEF STEFFEN-UHLMANN

Notice of Intention to Return Vested Property

Pursuant to section 32(f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Josef Steffen-Uhlmann, Küssnacht a.R., Switzerland; $1,700.50 in the Treasury of the United States.

Vesting Order No. 17903. Claim No. 61820.

Executed at Washington, D.C., on September 22, 1959.

For the Attorney General.

[SEAL] DALLAS S. TOWNSEND, *Assistant Attorney General, Director, Office of Alien Property.*

[F.R. Doc. 59-8224; Filed, Sept. 30, 1959; 8:49 a.m.]