

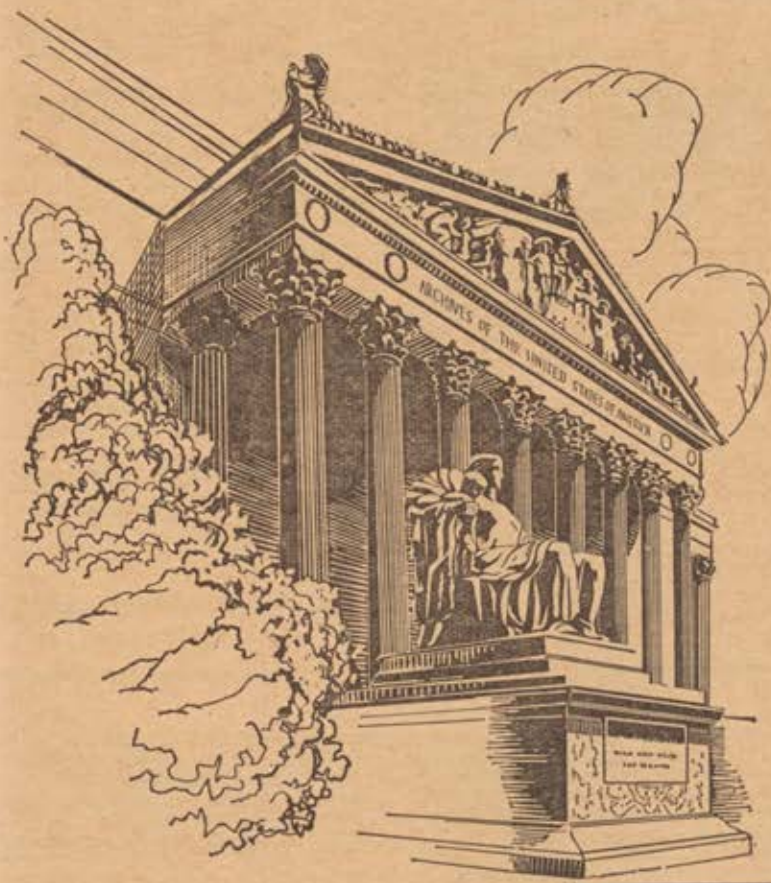
FEDERAL REGISTER

VOLUME 30 • NUMBER 35

Saturday, February 20, 1965 • Washington, D.C.

Pages 2297-2392

PART I



Part II begins on page 2383

Volume 77

**UNITED STATES STATUTES
AT LARGE**

[88th Cong., 1st Sess.]

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

Price: \$7.50

Published by Office of the Federal Register,
National Archives and Records Service,
General Services Administration

Order from Superintendent of Documents,
Government Printing Office,
Washington, D.C. 20402

FEDERAL REGISTER



Area Code 202

Phone 963-3261

Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration (mail address National Archives Building, Washington, D.C. 20408), pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for \$1.50 per month or \$15.00 per year, payable in advance. The charge for individual copies (minimum 15 cents) varies in proportion to the size of the issue. Remit check or money order, made payable to the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements are listed in the first FEDERAL REGISTER issue of each month.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER or the CODE OF FEDERAL REGULATIONS.

Contents

THE PRESIDENT

NOTICE

- Notice of February 18, 1965; tropical agricultural and forestry commodities; supplemental notice of articles to be considered for trade agreement concessions..... 2301

EXECUTIVE AGENCIES

AGRICULTURAL RESEARCH SERVICE

- Rules and Regulations
Brucellosis; modified certified areas..... 2307

AGRICULTURE DEPARTMENT

- See Agricultural Research Service; Consumer and Marketing Service; Federal Crop Insurance Corporation.

AIR FORCE DEPARTMENT

- Rules and Regulations
Personnel and procurement; miscellaneous amendments..... 2309

ATOMIC ENERGY COMMISSION

- Notices
General Atomic Division, General Dynamics Corp.; issuance of facility export license..... 2367

CIVIL AERONAUTICS BOARD

- Notices
Hearings, etc.:
Chicago Helicopter Airways, Inc..... 2367
Los Angeles Airways, Inc..... 2369
New York Airways, Inc..... 2371
Trans-Air System, Inc..... 2372

CIVIL SERVICE COMMISSION

- Rules and Regulations
Excepted service; Defense Department..... 2303

COMMERCE DEPARTMENT

- See National Bureau of Standards.

COMPTROLLER OF THE CURRENCY

- Rules and Regulations
Solicitation of proxies from shareholders of National Banks..... 2308

CONSUMER AND MARKETING SERVICE

- Rules and Regulations
Fruit grown in Arizona and California; handling limitations: Lemons..... 2306

- Oranges:
Navel..... 2305
Valencia..... 2306

Proposed Rule Making

- St. Joseph, Mo., and Greater Kansas City marketing areas; recommended decision and opportunity to file exceptions..... 2317

CUSTOMS BUREAU

- Proposed Rule Making
Certain fees; increases..... 2317

DEFENSE DEPARTMENT

- See Air Force Department.

FEDERAL COMMUNICATIONS COMMISSION

- Notices
Hearings, etc.:
Radio 13, Inc..... 2372
Wide Water Broadcasting Co., Inc., and Radio Voice of Central New York, Inc..... 2372

FEDERAL CROP INSURANCE CORPORATION

- Rules and Regulations
Crop insurance:
Apples; 1963 and succeeding years..... 2303
Apples, North Carolina; 1965 and succeeding years..... 2303
Policy; minimum premium..... 2303

FEDERAL MARITIME COMMISSION

- Notices
States Steamship Co. and China Navigation Co.; agreement filed for approval..... 2377

FEDERAL POWER COMMISSION

- Notices
Detroit Edison Co. and Consumers Power Co.; hearing, etc..... 2377
Southeastern Power Administration, Interior Department; request for approval of rates..... 2377

FEDERAL TRADE COMMISSION

- Rules and Regulations
Magnavox Co.; prohibited trade practices..... 2308

FISH AND WILDLIFE SERVICE

- Notices
Hearings, etc.:
Calcasieu, Inc..... 2365
Elmo, Inc..... 2366
Rockaway, Inc..... 2366

FOOD AND DRUG ADMINISTRATION

- Rules and Regulations
Drugs, new; suspension of applications involving diethylstilbestrol drugs..... 2315

FOREIGN-TRADE ZONES BOARD

Notices

- Honolulu, Hawaii; foreign-trade zone..... 2377

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

- See Food and Drug Administration.

INTERIOR DEPARTMENT

- See Fish and Wildlife Service; Land Management Bureau.

INTERSTATE COMMERCE COMMISSION

- Notices
Fourth section applications for relief..... 2364
Idaho; Camas Prairie Railroad Co.; authorization to transport lumber and forest products at reduced rates..... 2365
Railway Express Agency, Inc.; petition for removal of rail-haul restrictions..... 2330

JUSTICE DEPARTMENT

- Rules and Regulations
Gambling devices; registration.... 2318

LAND MANAGEMENT BUREAU

- Proposed Rule Making
Programs and objectives, public sales, and land classification... 2384
Notices
Arizona; proposed withdrawal and reservation of lands..... 2366

NATIONAL BUREAU OF STANDARDS

- Notices
NBS radio stations; U.S. standard frequency and time broadcasts... 2367
Radio Station WWV, Greenbelt, Md.; change in service..... 2367

OFFICE OF SPECIAL REPRESENTATIVE FOR TRADE NEGOTIATIONS

- Notices
Articles to be considered for trade agreement concessions; supplemental notice; public hearing... 2378

POST OFFICE DEPARTMENT

- Rules and Regulations
Mail deposit and collection, and city delivery; miscellaneous amendments..... 2314
Third class; procedure for appeal when non-profit organization rates have been denied... 2313

(Continued on next page)

RENEGOTIATION BOARD**Rules and Regulations**

Mandatory exemptions from re-negotiation; construction contracts awarded as result of competitive bidding.....	2313
--	------

TARIFF COMMISSION**Notices**

President's supplemental list of articles for possible consideration in trade agreement negotiations; investigation and hearing.....	2379
--	------

TREASURY DEPARTMENT

See also Comptroller of the Currency; Customs Bureau.

Notices

Assistant Director, Office of Domestic Gold and Silver Operations; authority delegation.....	2365
Indiana Bonding and Surety Co.; surety company acceptable on Federal bonds.....	2365

VETERANS ADMINISTRATION**Rules and Regulations**

Public contracts; equal opportunity in employment.....	2314
--	------

List of CFR Parts Affected

(Codification Guide)

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1965, and specifies how they are affected.

3 CFR

PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EXECUTIVE ORDERS:	
Notice of February 18, 1965.....	2301

5 CFR

213.....	2303
----------	------

7 CFR

401.....	2303
404.....	2303
408.....	2303
907.....	2305
908.....	2306
910.....	2306

PROPOSED RULES:

1061.....	2317
1064.....	2317

9 CFR

78.....	2307
---------	------

12 CFR

11.....	2308
---------	------

16 CFR

13.....	2308
---------	------

19 CFR

PROPOSED RULES:	
11.....	2317
19.....	2317
24.....	2317

21 CFR

130.....	2315
----------	------

28 CFR

0.....	2316
3.....	2316

32 CFR

888.....	2309
1001.....	2309
1002.....	2309
1453.....	2313

39 CFR

24.....	2313
43.....	2314
45.....	2314

41 CFR

8-12.....	2314
-----------	------

43 CFR

PROPOSED RULES:	
1720.....	2384
2240.....	2385
2410.....	2386

Presidential Documents

Title 3—THE PRESIDENT

Notice of February 18, 1965

SUPPLEMENTAL NOTICE OF ARTICLES TO BE CONSIDERED FOR TRADE AGREEMENT CONCESSIONS

[*Tropical Agricultural or Forestry Commodities*]

In conformity with Section 221 of the Trade Expansion Act of 1962, 76 Stat. 874, 19 U.S.C. 1841 (hereinafter referred to as the Act), and as President of the United States, I hereby direct publication in the FEDERAL REGISTER of this notice of articles to be considered for trade agreement concessions under Title II of the Act. This notice supplements the Notice of Proposed Trade Agreement Negotiations and Articles to be Considered for Negotiation, published October 22, 1963 (48 CFR Part 180, 28 F.R. 11251).

I. List of Articles to be Considered for Trade Agreement Concessions.

(a) In addition to being considered for the trade agreement concessions specified in subparagraphs (A) and (B) (1) of paragraph II of the Notice of October 21, 1963, all articles dutiable under item numbers 202.41 and 202.43 of the Tariff Schedules of the United States except those described in subparagraph (b) of this paragraph will also be considered for reduction of duty to a rate below fifty percent of the rate existing on July 1, 1962, including the elimination of duty, pursuant to the authority vested in me by sections 201 and 213 of the Act (19 U.S.C. 1821, 1833) and subject to the further requirements of Section 213.

(b) The following articles dutiable under item numbers 202.41 and 202.43 will not be considered for reduction of duty pursuant to the notice given in subparagraph (a).

Item 202.41-----	Boxwood (<i>Buxus</i> spp.), Japanese maple (<i>Acer</i> spp.), and Japanese white oak (<i>Quercus</i> spp.)
Item 202.43-----	Alder (<i>Alnus</i> spp.), Almon (<i>Shorea almon</i>) Ash (<i>Fraxinus</i> spp.) Aspen and cottonwood (<i>populus</i> spp.), Bartikan (<i>Parashorea plicata</i>), Basswood (<i>Tilia</i> spp.), Beech (<i>Fagus</i> spp.), Birch (<i>Betula</i> spp.), Black or tupelo gum (<i>Nyssa</i> spp.), Buckeye (<i>Aesculus</i> spp.), Cherry (<i>Prunus</i> spp.), Elm (<i>Ulmus</i> spp.), Eucalyptus (<i>Eucalyptus</i> spp.), Hickory (<i>Carya</i> spp.), Lauan, red (<i>Shorea negrosensis</i>), Lauan, white (<i>Pentacme contorta</i> and <i>P. mindanensis</i>), Magnolia (<i>Magnolia</i> spp.), Maple (<i>Acer</i> spp.), Mayapis (<i>Shorea squamata</i>), Meranti (<i>Shorea</i> spp.), Oak (<i>Quercus</i> spp.), Sen (<i>Kalopanax</i> spp.), Seraya, red (<i>Shorea</i> spp.), Seraya, white (<i>Parashorea</i> spp.), Sweet (red or sap) gum (<i>Liquidambar</i> spp.), Sycamore (<i>Platanus</i> spp.), Tangle (<i>Shorea polysperma</i>), Tiaong (<i>Shorea</i> spp.), Walnut (<i>Juglans</i> spp.) Willow (<i>Salix</i> spp.), and Yellow poplar (<i>Liriodendron</i> spp.)

(c) I hereby determine after receipt and consideration of findings by the Tariff Commission made pursuant to Section 213(c) of the Act (19 U.S.C. 1833(c)) that the articles being considered for reduction of duty pursuant to the notice given in subparagraph (a) are tropical agricultural or forestry commodities of a kind not produced in significant quantities in the United States.

(d) The term "rate existing on July 1, 1962" is used in this notice as defined by section 256(4) of the Act (19 U.S.C. 1886(4)) and section 203 of the Tariff Classification Act of 1962, as amended (76 Stat. 75, 76 Stat. 882).

II. *Public Hearings of the Trade Information Committee.*

In conformity with section 223 of the Act (19 U.S.C. 1943) as implemented by section 3(g) of Executive Order No. 11075 of January 15, 1963, as amended, the Trade Information Committee of the Office of the Special Representative for Trade Negotiations¹ will hold public hearings for the purpose of affording any interested person an opportunity to present views concerning any article on the list published in paragraph I of this Notice, or any other matter relevant thereto.

III. *Public Hearings of the Tariff Commission.*

In conformity with section 221(a) of the Act (19 U.S.C. 1841(a)), I have furnished the Tariff Commission with the list of articles published in paragraph I of this Notice, for the purpose of securing from the Tariff Commission² its judgment as to the probable economic effects of the modifications or eliminations of duty to be considered pursuant to paragraph I of this Notice on United States industries producing like or directly competitive articles.

LYNDON B. JOHNSON

THE WHITE HOUSE,
February 18, 1965.

[F.R. Doc. 65-1904; Filed, Feb. 19, 1965; 11:00 a.m.]

¹ See F.R. Doc. 65-1868, Notices Section, *infra*.

² See F.R. Doc. 65-1896, Notices Section, *infra*.

Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission PART 213—EXCEPTED SERVICE

Department of Defense

Section 213.3306 is amended to show that the positions of Private Secretary to the Assistant Secretary of Defense (Civil Defense) and Director for Public Information are no longer excepted under Schedule C. Effective upon publication in the FEDERAL REGISTER, subparagraph (24) of paragraph (a) and the headnote and subparagraph (1) of paragraph (e) of § 213.3306 are revoked.

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

UNITED STATES CIVIL SERVICE COMMISSION,

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

[F.R. Doc. 65-1809; Filed, Feb. 19, 1965;
8:47 a.m.]

Title 7—AGRICULTURE

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

[Amdt. 74]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

INSURANCE POLICY

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1966 crop year in the following respect:

The policy shown in § 401.11 of this chapter is amended, effective beginning with the 1966 crop year, by deleting section 5, entitled "Minimum Premium".

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

Adopted by the Board of Directors on February 12, 1965.

[SEAL] EARLL H. NIKKEL,
Secretary,
Federal Crop Insurance Corporation.

Approved: February 17, 1965.

CHARLES S. MURPHY,
Under Secretary.

[F.R. Doc. 65-1798; Filed, Feb. 19, 1965;
8:45 a.m.]

[Amdt. 2]

PART 404—APPLE CROP INSURANCE

Subpart—Regulations for the 1963 and Succeeding Crop Years

MISCELLANEOUS AMENDMENTS

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1965 crop year in the following respects:

1. The introductory paragraph to this part is amended effective beginning with the 1965 crop year to read as follows:

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the regulations set forth in this part are hereby issued to be in force and effect with respect to apple crop insurance contracts for the 1963 and succeeding crop years until amended or superseded, except that beginning in the 1965 crop year these regulations shall not be applicable in North Carolina.

2. The first sentence of § 404.1 of this chapter is amended effective beginning with the 1965 crop year to read as follows:

§ 404.1 Availability of apple crop insurance.

Apple crop insurance shall be offered for the 1965 and succeeding crop years under the provisions of § 404.1 through § 404.6 in counties in all states except North Carolina within limits prescribed by and in accordance with the provision of the Federal Crop Insurance Act, as amended. * * *

3. The heading and that portion published in § 404.6 of this chapter preceding section 1 of the application and policy is amended effective beginning with the 1965 crop year to read as follows:

§ 404.6 The application and the policy (applicable in all states except North Carolina).

The provisions of the Application and Policy for Apple Crop Insurance, which shall be applicable in all states except North Carolina, are as follows:

Application and Policy Form FCI-812-Apple

UNITED STATES DEPARTMENT OF AGRICULTURE

Federal Crop Insurance Corporation

APPLICATION AND POLICY FOR APPLE CROP INSURANCE (APPLICABLE IN ALL STATES EXCEPT NORTH CAROLINA)

(For 196... and Succeeding Crop Years)

(Name of Insured)

(State and County Code and Contract Number)

(Address of Insured)

(County)

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

Adopted by the Board of Directors on February 12, 1965.

[SEAL] EARLL H. NIKKEL,
Secretary,
Federal Crop Insurance Corporation.

Approved: February 17, 1965.

CHARLES S. MURPHY,
Under Secretary.

[F.R. Doc. 65-1799; Filed, Feb. 19, 1965;
8:46 a.m.]

PART 408—NORTH CAROLINA APPLE CROP INSURANCE

Subpart—Regulations for the 1965 and Succeeding Crop Years

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the regulations set forth in this part are hereby issued to be in force and effect with respect to apple crop insurance contracts in North Carolina only for the 1965 and succeeding crop years until amended or superseded.

- Secs.
- 408.1 Availability of apple crop insurance in North Carolina.
 - 408.2 Premium rates, bushel guarantees, and prices for computing indemnities.
 - 408.3 Application for insurance.
 - 408.4 Public notice of indemnities paid.
 - 408.5 Creditors.
 - 408.6 The application and policy.

AUTHORITY: The provisions of this subpart issued under secs. 506, 516, 52 Stat. 73, as amended, 77, as amended, 7 U.S.C. 1506, 1516.

§ 408.1 Availability of apple crop insurance in North Carolina.

Apple crop insurance shall be offered for the 1965 and succeeding crop years under the provisions of § 408.1 through § 408.6 in counties in North Carolina within limits prescribed by and in accordance with the provision of the Federal Crop Insurance Act, as amended. The counties shall be designated by the Manager of the Corporation from a list of North Carolina counties approved by the Board of Directors of the Corporation for apple crop insurance. The counties designated by the Manager shall be published by appendix to this section.

§ 408.2 Premium rates, bushel guarantees, and prices for computing indemnities.

The Manager shall establish premium rates, bushel guarantees, and the prices for computing indemnities which shall be shown on the county actuarial table on file in the county office. Such premium rates, bushel guarantees, and prices for computing indemnities may be changed from year to year.

§ 408.3 Application for insurance.

Application for insurance may be submitted as provided in § 408.6 at the county office for the Corporation. The Corporation reserves the right to discontinue the taking of applications in any county, upon its determination that the insurance risk involved is excessive, prior to the closing date for the filing of applications. Such closing date shall be the February 15 preceding the beginning of the crop year, except that for the 1965 crop year the closing date shall be March 15. The Corporation further reserves the right to reject any application, or to exclude any definitely identified acreage, for any crop year of the contract if upon inspection it deems the risk as to such acreage to be excessive: *Provided, however*, That the insured shall be notified of the exclusion of any such acreage before insurance attaches for the crop year for which the acreage is to be excluded, or prior to acceptance of the application, whichever is applicable.

§ 408.4 Public notice of indemnities paid.

The Corporation shall provide for posting annually in each county at the county courthouse a listing of the indemnities paid in the county.

§ 408.5 Creditors.

An interest of a person other than the insured in an insured crop existing by virtue of a lien, mortgage, garnishment, levy, execution, bankruptcy, or any involuntary transfer shall not entitle the holder of the interest to any benefit under the contract other than as provided in the application and policy set forth in § 408.6.

§ 408.6 The application and policy.

The provisions of the North Carolina Application and Policy for Apple Crop Insurance for the 1965 and Succeeding Crop Years which shall be applicable only in the State of North Carolina are as follows:

Application and Policy

Form FCI-612-Apple

(Applicable Only in North Carolina)

UNITED STATES DEPARTMENT OF AGRICULTURE

Federal Crop Insurance Corporation

NORTH CAROLINA APPLICATION AND POLICY FOR
APPLE CROP INSURANCE

(For 196... and Succeeding Crop Years)

(Name of Insured)

(State and County Code and Contract
Number)

(Address of Insured)

(County)

1. The undersigned applicant (herein sometimes called the "insured"), subject to the applicable provisions of the regulations of the Federal Crop Insurance Corporation (herein called the "Corporation"), hereby applies to the Corporation for insurance on his interest in apple crops (hereinafter sometimes called "the insured crop") located in the above-identified county (hereinafter called "the county"). The applicant applies for the apple bushel guarantee established by the Corporation and shown on the county

actuarial table (hereinafter called "the actuarial table") and elects the price per bushel for computing indemnities below, which shall be a price per bushel shown on the actuarial table. If any applicant, or insured, has not elected such a price, or has elected a price not shown on the actuarial table for the crop year, the price election which shall be applicable under the contract, and which the insured is deemed to have elected, shall be the price provided on the actuarial table for such purposes.

For any crop year, any insured may change the price which was in effect for a prior crop year and make a new election by notifying the county office in writing of such election before the February 15 preceding the crop year for which the election is to become effective.

(Price per Bushel Elected for Computing
Indemnities)

\$----- per Bushel

This application, when executed by a person as an individual, shall not cover his interest in a crop produced by a partnership or other entity.

2. *Causes of loss.* (a) *Causes insured against.* The insurance provided is against unavoidable loss resulting from frost, freeze, hail, or windstorm (including hurricane or tornado).

(b) *Causes not insured against.* The contract shall not cover any loss due to neglect or malfeasance of the insured, any member of his household, his tenants, or employees, or failure to follow recognized good farming practices, or to any cause other than a cause specified in paragraph (a) of this section.

3. *Insured crop.* Only apples grown on insurable acreage in any crop year as shown on the actuarial table (a) in which the insured had an interest on the date insurance attaches, and (b) which are grown on acreage on which at least 25 bearing trees per acre have reached the eighth growing season are insured. Insurance shall not attach on any insurance unit on which the insurable acreage is less than 2 acres.

4. *Responsibility of insured to report acreage and interest.* The insured at the time of filing this application shall also file on a form prescribed by the Corporation a report by age of trees (in terms of growing seasons) of all the acreage of the insured crop in the county in which he has an interest and show his interest therein. Such report shall include a designation of all the acreage of apples which is uninsurable under the provisions of the preceding section. This report shall be revised for any crop year before insurance attaches to reflect any changes in acreage or interest and the changes in ages of trees under 18 years of age. The latest report filed shall be considered as the basis for continuation of insurance from year to year, subject to revision as provided herein. The ages of the trees, acreage, and interest insured shall be as reported by the insured or as determined by the Corporation, which ever the Corporation shall elect. For any insurable acreage interplanted with trees of varying ages (under 18 years) the applicable age which shall be used in determining the bushel guarantee per acre for such acreage shall be the weighted average age of the 25 oldest bearing trees on such acreage provided that all bearing trees 18 years of age or older shall be considered as 18 years of age in making such determination.

5. *The contract.* Upon acceptance of this application by the Corporation, the contract shall be in effect for the crop year specified above and shall continue for each succeeding crop year until canceled or terminated in accordance with the applicable provisions of the contract. This application and policy, and amendments thereto, if any, and the actuarial table for each crop year shall constitute the contract for apple insurance.

Any changes made in the contract shall not affect the continuity from year to year.

6. *Insurance period.* For each crop year insurance attaches on March 1, or upon acceptance of the application for such crop year whichever is later, and as to any insured acreage ceases upon harvest or October 31, whichever occurs first.

7. *Annual premium.* (a) The annual premium for each insurance unit shall be earned and payable on the date insurance attaches and shall be determined by multiplying the applicable bushel guarantee for the insured acreage by the applicable price per bushel for computing indemnities by the premium rate and multiplying the product thereof by the insured's interest at the time insurance attaches and, where applicable, applying the discount herein provided.

(b) The insured's annual premium shall be reduced 5 percent if he has had 3 consecutive years of insurance on the crop immediately preceding the current crop year (eliminating any year in which a premium was not earned) without a loss for which an indemnity was paid. For each such additional consecutive year of insurance on the crop without a loss for which an indemnity was paid, the insured's annual premium shall be reduced an additional 5 percent, except that the total reduction shall not exceed 25 percent. If an insured has a loss on a crop for which an indemnity is paid, the number of such consecutive years of insurance on such crop without a loss for which an indemnity was paid shall be reduced by 3 years: *Provided*, That, where the insured has 7 or more such years, a reduction to 4 shall be made and where the insured has 3 or less such years, a reduction to zero shall be made. Any discount earned hereunder shall upon death of the insured and upon approval of the Corporation enure to the benefit of his estate, heirs, surviving spouse, or a surviving partner, who the Corporation determines were directly associated in the farming operations and management with the insured during the period in which the discount was earned.

8. *Premium note.* In consideration hereof, the insured promises to pay to the order of the Federal Crop Insurance Corporation each crop year of the contract the annual premium and further agrees that any amount due the Corporation by the insured may be deducted from any indemnity payable to the insured and when not prohibited by law, from any loan or payment otherwise due the insured under any program administered by the United States Department of Agriculture.

(Signature of Applicant)

-----, 19--
(Date)

(Witness to Signature)

9. Recommended for acceptance by:

(Orchard Inspector)

-----, 19--
(Date)

(Corporation Representative)

(County Office Address)

10. Accepted for the Corporation by:

(State Director)

-----, 19--
(Date)

11. *Life of contract.* This contract is non-cancelable the first crop year and shall continue in effect for each succeeding crop year until either the insured, or the Corporation, cancels the contract by giving written notice to the other by the December 31, immediately preceding the crop year for which the cancellation is to become effective. The contract shall, however, terminate for non-payment of premium if such premium is not paid by the February 15 following the crop year in which the premium was earned.

12. *Notice of damage or loss.* (a) It shall be a condition precedent to payment of any indemnity on any insurance unit (hereinafter called "unit") that the insured report each damage to the insured crop from a cause of loss insured against to the county office within 7 days after such damage giving the date, cause, and estimated extent of such damage.

(b) Notice of the time of intended harvesting shall be given to the county office at least 15 days before the beginning of harvest if a loss is to be claimed, and a final adjustment has not been made by that time: *Provided, however,* if damage occurs within the fifteen-day period before the beginning of harvest, or during harvest, and a loss is to be claimed, notice shall be given immediately.

(c) The Corporation reserves the right to reject any claim if any of the requirements of this section are not met if it determines that it has been prejudiced by such failure.

13. *Amount of loss and proof of loss.* (a) Any claim for loss on a unit shall be submitted to the Corporation on a form prescribed by the Corporation not later than 30 days after the amount of loss has been determined by the Corporation.

(b) Losses shall be adjusted separately for each unit on the basis of appraisals made by the Corporation and any determination of the production by such appraisals before harvest shall be binding upon the insured and shall not be subject to change by the insured: *Provided, however,* if damage from an insured cause occurs after the beginning of harvest but prior to the completion of harvest, the production harvested prior to such damage, as determined by the Corporation, shall be included in such appraisals in adjusting any loss. The amount of loss with respect to any unit shall be determined by (1) multiplying the insured acreage of the insured crop on the unit by the applicable bushel guarantee per acre which product shall be the bushel guarantee for the unit, (2) subtracting therefrom the total production to be counted for the unit, (3) multiplying the remainder by the insured interest, and (4) multiplying the result by the applicable price per bushel for computing indemnities: *Provided,* That if for the unit the insured fails to report all of his interest or insurable acreage, the amount of loss shall be determined with respect to all of his interest and insurable acreage, but in such cases or otherwise, if the premium computed on the basis of the insurable acreage and interest exceeds the premium computed on the basis of the reported acreage and interest, or the acreage and interest when determined under section 4 above, the amount of loss shall be reduced proportionately.

(c) The total production to be counted for a unit shall be determined by the Corporation and, subject to the provisions hereinafter, shall include all production on all trees located on insured acreage, any production harvested before insured damage occurs on the unit, and any appraisals made by the Corporation for poor farming practices, uninsured causes of loss, or for acreage abandoned or put to another use without the consent of the Corporation, except that the production to be counted for any acreage of apples which is abandoned or put to another use without the consent of the Corporation, harvested prior to an appraisal of production by the Corporation or any acreage not damaged by an insured cause shall be not less than the production guarantee provided on the actuarial table: *Provided, however,* That any apple which, due to a cause of loss insured against, is reduced in grade as determined by the Corporation below a U.S. No. 2, as defined in the United States Standards For Apples For Processing, shall not be counted as production.

(d) If the production harvested from a unit is commingled with the production harvested from any other acreage and the insured

fails to keep records satisfactory to the Corporation of the acreages involved and the production from each, the Corporation may allocate the commingled production in such manner as it determines appropriate if sufficient facts are available as determined by the Corporation; otherwise the Corporation may deny liability with respect to all units involved for the crop year without affecting the insured's liability for premium.

14. *Abandonment of crop.* There shall be no abandonment of the insured crop, or portion thereof, to the Corporation.

15. *Contract changes.* After the first crop year, the Corporation reserves the right to change the premium rates, bushel guarantees and other terms and conditions of the contract from year to year. Notice thereof shall be mailed to the insured, or made available at the county office, by the December 15 immediately preceding the beginning of the crop year for which such amendment or change is to become effective. Acceptance of the changes will be conclusive, in the absence of any notice from the insured to cancel the contract, as provided in paragraph 11, above.

16. *Collateral assignment—Transfer of interest.* The right to an indemnity in any crop year may be assigned as security upon prior approval of the Corporation. If the insured transfers his interest in the insured crop in any crop year he may, upon prior approval of the Corporation, transfer his right to an indemnity for such crop year with respect to the transferred interest in the insured crop. Any assignment, or transfer, shall be made on assignment, or transfer, forms prescribed by the Corporation and shall be subject to all the terms set forth thereon and to the terms thereof.

17. *Insured interest.* For the purpose of determining the amount of indemnity the interest insured shall not exceed the interest of the insured at the time of damage, as determined by the Corporation.

18. *Misrepresentation and fraud.* The Corporation may void the contract without affecting the insured's liability for any earned premium(s) if at any time the insured has concealed or misrepresented any material fact, or committed any fraudulent act against the Corporation, and such voidance shall be effective as of the beginning of the crop year which relates to the insured crop with respect to which any such act or omission occurred.

19. *Subrogation.* The insured (including his assignee or transferee) assigns to the Corporation all rights of recovery against any person for loss or damage to the extent that payment hereunder is made and shall execute all papers required and take appropriate action to secure such rights.

20. *Payment of indemnity.* (a) Any indemnity will be payable within 30 days after a claim for loss is approved by the Corporation: *Provided,* That in no event shall the Corporation be liable for interest or damages in connection with any claim for indemnity.

(b) If the insured dies, or is judicially declared incompetent, or if the insured is a partnership or other entity and is dissolved, before insurance attaches in any crop year, the contract shall terminate as of the date of death, or judicial declaration, or dissolution, but if such an event occurs after insurance attaches in any crop year the contract shall terminate at the end of such crop year and any indemnity payable shall be paid to the person or persons the Corporation determines to be beneficially entitled thereto.

21. *Records and access to insurance unit.* The insured as to each unit shall permit any persons designated by the Corporation to have access to the unit involved for purposes related to the contract and shall provide any information and records required by the Corporation for loss adjustment purposes.

22. *Meaning of terms.* For purposes of insurance on apples the terms:

(a) "County actuarial table" means the forms and related material approved by the Corporation which are on file for public inspection in the county office, and which show the applicable prices per bushel for computing indemnities, applicable bushel guarantee, premium rates, and related information with respect to apple crop insurance for the crop year in the county.

(b) "County office" means the Corporation's office for the county shown in this application and policy or such office as may be designated by the Corporation from time to time.

(c) "County" means the area shown on the actuarial table which may include units located in a local producing area bordering on the county.

(d) "Crop year" means the period beginning with the date insurance attaches and extending through to the time the crop is normally harvested and shall be designated by reference to the calendar year in which the crop is normally harvested.

(e) "Harvest" means the picking of marketable apples from the trees or from the ground.

(f) "Insurance unit" means all insurable acreage of apples in the county in which (1) the insured has 100 percent interest on the date insurance attaches for the crop year that is located on contiguous land under the same ownership, or (2) the same two or more persons have 100 percent interest on the date insurance attaches for the crop year that is located on contiguous land under the same ownership excluding any other acreage of apples in which such persons do not have 100 percent interest on such date. Land rented for cash or a fixed commodity payment shall be considered as owned by the lessee. Contiguous land shall include only land that is touching at any point except that land that is separated only by a public or private way shall be considered contiguous.

The reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Adopted by the Board of Directors on February 12, 1965.

[SEAL] EARL H. NIKKEL,
Secretary,
Federal Crop Insurance Corporation.

Approved: February 17, 1965.

CHARLES S. MURPHY,
Under Secretary.

[P.R. Doc. 65-1800; Filed, Feb. 19, 1965;
8:46 a.m.]

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

[Navel Orange Reg. 74]

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

Limitation of Handling

§ 907.374 Navel Orange Regulation 74.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), regulating the handling of navel oranges grown in Arizona and designated part of California, effective under

RULES AND REGULATIONS

the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for navel oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on February 18, 1965.

(b) *Order.* (1) The respective quantities of navel oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., February 21, 1965, and ending at 12:01 a.m., P.s.t., February 28, 1965, are hereby fixed as follows:

- (i) District 1: 800,000 cartons;
- (ii) District 2: 500,000 cartons;
- (iii) District 3: Unlimited movement;
- (iv) District 4: Unlimited movement.

(2) As used in this section, "handler," "District 1," "District 2," "District 3," "District 4," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: February 19, 1965.

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

[F.R. Doc. 65-1905; Filed, Feb. 19, 1965; 11:26 a.m.]

[Valencia Orange Reg. 106]

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

Limitation of Handling

§ 908.406 Valencia Orange Regulation 106.

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

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not

require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on February 18, 1965.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., February 21, 1965, and ending at 12:01 a.m., P.s.t., February 28, 1965, are hereby fixed as follows:

- (i) District 1: Unlimited movement;
- (ii) District 2: Unlimited movement;
- (iii) District 3: 28,173 cartons.

(2) As used in this section, "handler," "District 1," "District 2," and "District 3," and "carton" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: February 19, 1965.

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

[F.R. Doc. 65-1906; Filed, Feb. 19, 1965; 11:26 a.m.]

[Lemon Reg. 149]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 910.449 Lemon Regulation 149.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider

supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on February 16, 1965.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., February 21, 1965, and ending at 12:01 a.m., P.s.t., February 28, 1965, are hereby fixed as follows:

- (i) District 1: 13,950 cartons;
 - (ii) District 2: 153,450 cartons;
 - (iii) District 3: Unlimited movement.
- (2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 801-874)

Dated: February 18, 1965.

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

[F.R. Doc. 65-1834; Filed, Feb. 19, 1965; 8:50 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 78—BRUCELOSIS

Subpart D—Designation of Modified Certified Brucellosis Areas, Public Stockyards, Specifically Approved Stockyards and Slaughtering Establishments

MODIFIED CERTIFIED BRUCELOSIS AREAS

Pursuant to § 78.16 of the regulations in Part 78, as amended, Title 9, Code of Federal Regulations, containing restrictions on the interstate movement of animals because of brucellosis, under sections 4, 5, and 13 of the Act of May 29, 1934, as amended; sections 1 and 2 of the Act of February 2, 1903, as amended; and

section 3 of the Act of March 3, 1905, as amended (21 U.S.C. 111-113, 114a-1, 120, 121, 125); § 78.13 of said regulations designating modified certified brucellosis areas is hereby amended to read as follows:

§ 78.13 Modified certified brucellosis areas.

The following States, or specified portions thereof, are hereby designated as modified certified brucellosis areas:

Alabama. Autauga, Baldwin, Barbour, Bibb, Blount, Bullock, Calhoun, Chambers, Cherokee, Chilton, Clay, Cleburne, Coffee, Colbert, Conecuh, Coosa, Covington, Crenshaw, Cullman, Dale, De Kalb, Elmore, Escambia, Etowah, Fayette, Franklin, Geneva, Henry, Houston, Jackson, Jefferson, Lamar, Lauderdale, Lawrence, Lee, Limestone, Macon, Madison, Marion, Marshall, Mobile, Monroe, Morgan, Pike, Randolph, Russell, St. Clair, Shelby, Talladega, Tallapoosa, Tuscaloosa, Walker, Washington, and Winston Counties;

Arizona. The entire State;
Arkansas. Arkansas, Ashley, Baxter, Benton, Boone, Bradley, Calhoun, Carroll, Chicot, Clark, Clay, Cleburne, Cleveland, Columbia, Conway, Craighead, Crawford, Crittenden, Dallas, Desha, Drew, Faulkner, Franklin, Fulton, Garland, Grant, Greene, Hempstead, Hot Spring, Howard, Independence, Izard, Jackson, Jefferson, Johnson, Lafayette, Lawrence, Lee, Lincoln, Little River, Logan, Lonoke, Madison, Marion, Miller, Mississippi, Monroe, Montgomery, Nevada, Newton, Ouachita, Perry, Phillips, Pike, Poinsett, Polk, Pope, Prairie, Pulaski, Randolph, St. Francis, Saline, Scott, Searcy, Sebastian, Sevier, Sharp, Stone, Union, Van Buren, Washington, White, Woodruff, and Yell Counties;

California. The entire State;
Colorado. Alamosa, Archuleta, Baca, Chaffee, Clear Creek, Conejos, Costilla, Crowley, Custer, Delta, Denver, Dolores, Eagle, Fremont, Garfield, Gilpin, Gunnison, Hinsdale, Huerfano, Jefferson, Kit Carson, La Plata, Las Animas, Lincoln, Logan, Mesa, Mineral, Moffat, Montezuma, Montrose, Morgan, Otero, Ouray, Phillips, Pitkin, Prowers, Pueblo, Rio Grande, Saguache, San Juan, San Miguel, Sedgwick, Washington, and Yuma Counties; and Southern Ute Indian Reservation and Ute Mountain Ute Indian Reservation;

Connecticut. The entire State;
Delaware. The entire State;
Florida. Baker, Bay, Bradford, Calhoun, Columbia, Dixie, Escambia, Flagler, Franklin, Gadsden, Gilchrist, Gulf, Hamilton, Holmes, Jackson, Jefferson, Lafayette, Leon, Levy, Liberty, Madison, Nassau, Okaloosa, Santa Rosa, Suwannee, Taylor, Union, Wakulla, Walton, and Washington Counties;

Georgia. The entire State;
Hawaii. Honolulu and Kauai Counties;
Idaho. The entire State;
Illinois. The entire State;

Indiana. Adams, Allen, Bartholomew, Benton, Blackford, Boone, Brown, Carroll, Cass, Clark, Clay, Clinton, Crawford, Daviess, Dearborn, Decatur, De Kalb, Delaware, Dubois, Elkhart, Fayette, Floyd, Fountain, Franklin, Fulton, Gibson, Grant, Greene, Hamilton, Hancock, Harrison, Hendricks, Henry, Howard, Huntington, Jackson, Jasper, Jay, Jefferson, Jennings, Johnson, Knox, Kosciusko, Lagrange, Lake, La Porte, Lawrence, Madison, Marion, Marshall, Martin, Miami, Monroe, Montgomery, Morgan, Newton, Noble, Ohio, Orange, Owen, Parke, Perry, Pike, Porter, Posey, Pulaski, Putnam, Randolph, Ripley, Rush, Saint Joseph, Scott, Shelby, Spencer, Starke, Steuben, Sullivan, Switzerland, Tippecanoe, Tipton, Union, Vanderburgh, Vermillion, Vigo, Wabash, Warrick, Washington, Wayne, Wells, White, and Whitley Counties;

Iowa. Appanoose, Audubon, Boone, Buchanan, Butler, Carroll, Cass, Cherokee, Clayton, Clinton, Crawford, Delaware, Dickinson, Emmet, Fayette, Floyd, Franklin, Greene, Guthrie, Hamilton, Harrison, Humboldt, Keokuk, Lyon, Marshall, Mills, Mitchell, Monona, O'Brien, Osceola, Palo Alto, Pocahontas, Polk, Sac, Scott, Shelby, Story, Tama, Taylor, Union, Wapello, Warren, Winnebago, Woodbury, Worth, and Wright Counties;

Kansas. The entire State;
Kentucky. The entire State;
Louisiana. Ascension, Assumption, Bienville, Claiborne, St. Helena, St. James, St. John the Baptist, St. Mary, St. Tammany, Tangipahoa, Washington, and Webster Parishes;

Maine. The entire State;
Maryland. The entire State;
Massachusetts. The entire State;
Michigan. The entire State;
Minnesota. The entire State;
Mississippi. Alcorn, Amite, Attala, Benton, Chickasaw, Choctaw, Clay, Covington, De Soto, Forrest, Franklin, George, Greene, Hancock, Harrison, Itawamba, Jackson, Jasper, Jefferson Davis, Jones, Lamar, Lawrence, Leake, Lee, Lincoln, Lowndes, Marion, Monroe, Neshoba, Newton, Oktibbeha, Pearl River, Perry, Pike, Pontotoc, Prentiss, Simpson, Smith, Stone, Tallahatchie, Tippah, Tishomingo, Union, Walthall, Webster, Winston, and Yalobusha Counties;

Missouri. The entire State;
Montana. The entire State;
Nebraska. Adams, Antelope, Banner, Boone, Burt, Butler, Cass, Cedar, Chase, Cheyenne, Clay, Colfax, Cuming, Dakota, Deuel, Dixon, Dodge, Douglas, Dundy, Fillmore, Franklin, Frontier, Furnas, Gage, Gosper, Greeley, Hall, Hamilton, Harlan, Hayes, Hitchcock, Howard, Jefferson, Johnson, Kearney, Kimball, Lancaster, Madison, Merrick, Nance, Nemaha, Nuckolls, Otoe, Pawnee, Perkins, Phelps, Pierce, Platte, Polk, Red Willow, Richardson, Saline, Sarpy, Saunders, Seward, Sherman, Stanton, Thayer, Thurston, Washington, Wayne, Webster, and York Counties;

Nevada. The entire State;
New Hampshire. The entire State;
New Jersey. The entire State;
New Mexico. The entire State;
New York. The entire State;
North Carolina. The entire State;
North Dakota. The entire State;
Ohio. The entire State;
Oklahoma. Adair, Canadian, Choctaw, Cimarron, Delaware, Garfield, Grant, Haskell, Kingfisher, Latimer, McCurtain, Mayes, Noble, Nowata, Ottawa, Payne, Pushmataha, and Texas Counties;

Oregon. The entire State;
Pennsylvania. The entire State;
Rhode Island. The entire State;
South Carolina. The entire State;
South Dakota. Beadle, Brookings, Brown, Buffalo, Butte, Campbell, Clark, Clay, Codington, Custer, Day, Deuel, Edmunds, Faulk, Grant, Hamlin, Hand, Harding, Jerauld, Lake, Lawrence, Lincoln, McCook, McPherson, Marshall, Miner, Minnehaha, Moody, Perkins, Roberts, Sanborn, Spink, Turner, Union, Walworth, Yankton, and Ziebach Counties; and Crow Creek Indian Reservation;

Tennessee. The entire State;
Texas. Andrews, Armstrong, Bailey, Bandera, Baylor, Bexar, Blanco, Borden, Brewster, Briscoe, Brown, Burnet, Callahan, Cameron, Carson, Castro, Childress, Cochran, Coke, Coleman, Collingsworth, Comal, Comanche, Concho, Cottle, Crane, Crockett, Crosby, Culbertson, Dallam, Dawson, Deaf Smith, Dickens, Donley, Eastland, Ector, Edwards, El Paso, Fisher, Floyd, Gaines, Garza, Gillespie, Glasscock, Guadalupe, Hale, Hall, Hansford, Hardeman, Hartley, Haskell, Hays, Hidalgo, Hockley, Howard, Hudspeth, Hutchinson, Irion, Jeff Davis, Jones, Kendall, Kent, Kerr, Kimble, King, Kinney, Knox, Lamb, Lampasas,

Lipscomb, Llano, Loving, Lubbock, Lynn, McCulloch, Martin, Mason, Medina, Menard, Midland, Mills, Mitchell, Moore, Motley, Nolan, Ochiltree, Parmer, Pecos, Presidio, Randall, Reagan, Real, Reeves, Runnels, San Saba, Schleicher, Scurry, Shackelford, Sherman, Stephens, Sterling, Stonewall, Sutton, Swisher, Taylor, Terrell, Terry, Throckmorton, Tom Green, Travis, Upton, Uvalde, Val Verde, Ward, Winkler, Yoakum, and Young Counties;

Utah. The entire State;
Vermont. The entire State;
Virginia. The entire State;
Washington. The entire State;
West Virginia. The entire State;
Wisconsin. The entire State;
Wyoming. Albany, Big Horn, Campbell, Crook, Fremont, Goshen, Hot Springs, Laramie, Lincoln, Natrona, Niobrara, Park, Platte, Sublette, Sweetwater, Teton, Uinta, Washakie, and Weston Counties;
Puerto Rico. The entire area; and
Virgin Islands of the United States. The entire area.

(Secs. 4, 5, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, sec. 3, 33 Stat. 1265, as amended, sec. 2, 65 Stat. 693; 21 U.S.C. 111-113, 114a-1, 120, 121, 125; 29 P.R. 16210; 9 CFR 78.16)

Effective date. The foregoing amendment shall become effective upon publication in the FEDERAL REGISTER.

The amendment adds the following additional areas to the list of areas designated as modified certified brucellosis areas because it has been determined that such areas come within the definition of § 78.1(d): Autauga County in Alabama; Crowley County in Colorado; Appanoose, Buchanan, Cass, Crawford, Mills, Union, and Taylor Counties in Iowa; Attala County in Mississippi; Dickey County in North Dakota; and Haskell County in Texas.

The amendment deletes the following area from the list of areas designated as modified certified brucellosis areas because it has been determined that such area no longer comes within the definition of § 78.1(d): Cross County in Arkansas.

The amendment imposes certain restrictions necessary to prevent the spread of brucellosis in cattle and relieves certain restrictions presently imposed. It should be made effective promptly in order to accomplish its purpose in the public interest and to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and contrary to the public interest, and good cause is found for making the amendment effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 17th day of February 1965.

E. E. SAULMON,
 Acting Director, Animal Disease
 Eradication Division, Agricultural
 Research Service.

[P.R. Doc. 65-1816; Filed, Feb. 19, 1965; 8:48 a.m.]

Title 12—BANKS AND BANKING

Chapter I—Bureau of the Comptroller of the Currency, Department of the Treasury

PART 11—SOLICITATION OF PROXIES

Special Provisions Applicable to Election Contests

Notice is hereby given that the Comptroller of the Currency pursuant to the authority contained in paragraph Seventh of R.S. 5136, as amended, 12 U.S.C. 24, has adopted a revision of Part 11 relating to the solicitation of proxies from shareholders of National Banks.

All National Banks and other interested parties were invited to submit comments on January 7, 1965.

The proposed revision, to be effective immediately, amends Part 11 of Title 12 of the Code of Federal Regulations of the United States by inserting after the first sentence of § 11.5(c) the following: "Simultaneously with the filing of such material with the Comptroller, one copy of all such material shall be sent by first class, registered or certified mail to the attention of the President or Senior Vice President of the bank at its main office."

Dated: February 16, 1965.

[SEAL] JAMES J. SAXON,
 Comptroller of the Currency.

[P.R. Doc. 65-1810; Filed, Feb. 19, 1965; 8:47 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket C-869]

PART 13—PROHIBITED TRADE PRACTICES

Magnavox Co.

Subpart—Advertising falsely or misleadingly: § 13.70 *Fictitious or misleading guarantees*; § 13.125 *Limited offers or supply*; § 13.155 *Prices*: 13.155-100 Usual as reduced, special, etc. Subpart—Furnishing means and instrumentalities of misrepresentation or deception: § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception*. Subpart—Misrepresenting oneself and goods—Goods: § 13.1655 *Identity*; § 13.1685 *Nature*. Misrepresenting oneself and goods—Prices: § 13.1825 *Usual as reduced or to be increased*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, The Magnavox Co., Fort Wayne, Ind., Docket C-869, Dec. 23, 1964]

Consent order requiring a Fort Wayne, Inc., manufacturer of television sets, radios, and phonograph equipment, which it sold through franchised retail dealers, to cease representing falsely

that prices of its merchandise were substantially reduced, in extensive National advertising, and in brochures, banners, price cards, and other promotion material supplied its retail dealers for local advertising, in connection with its annual "Factory Authorized Sale"; and to cease representing falsely, in similar manner, that its merchandise was unconditionally guaranteed for stated periods.

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

It is ordered. That respondent The Magnavox Company, a corporation, and its officers, representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale and distribution of radios, television receivers, phonograph equipment and other merchandise, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

A. 1. Using in advertising or other promotional materials for dealer use the word "Save" or any other word or term of similar import or meaning in conjunction with a stated amount of savings unless respondent is able to establish as a fact that the sum of the offering price of the merchandise and the represented amount of savings equals:

a. The actual, bona fide price at which such merchandise was offered to the public by respondent's retail dealers in the recent regular course of their business on a regular basis for a reasonably substantial period of time in the trade area where the representation is made; or

b. If an introductory offer, the price at which respondent in good faith expects to offer such merchandise to the public at a later date through said retail dealers in the trade area where the representation is made and in this instance the basis for the represented saving is clearly stated;

2. Misrepresenting in any manner respondent's retail dealers' actual, bona fide offering price of such merchandise;

3. Representing, in advertising or other promotional materials for dealer use, in any manner that savings are afforded from respondent's retail dealers' former offering price to purchasers of such merchandise unless respondent is able to establish as a fact that the price at which such merchandise is offered constitutes a reduction, in an amount not so insignificant as to be meaningless, from the actual, bona fide price at which such merchandise was offered to the public by respondent's retail dealers in the recent regular course of their business on a regular basis for a reasonably substantial period of time in the trade area where the representation is made;

4. Misrepresenting in any manner the savings afforded purchasers of respondent's merchandise;

5. a. Representing, directly or by implication that the price of any merchandise is a reduction from respondent's retail dealers' former offering price unless respondent is able to establish as a fact

that the price at which such merchandise is now offered constitutes a reduction, in an amount not so insignificant as to be meaningless, from the actual, bona fide price at which such merchandise was offered to the public by respondent's retail dealers in the recent regular course of their business on a regular basis for a reasonably substantial period of time in the trade area where the representation is made;

b. Using the statement "Big Factory Authorized Annual Sale—Your Once-A-Year opportunity to Enjoy Big Savings on . . .", "for a limited time only . . . Save up to \$100 on a magnificent Color TV . . . during our exciting factory authorized Annual Sale", or any other words or expressions of similar import in catalogs, advertising or other promotional materials containing non-sale items without clearly and conspicuously revealing in immediate conjunction with said representations that non-sale items are contained therein and distinctively identifying said non-sale items;

Provided, however, That,

a. Actual sales of an item of merchandise or actually having it physically in the store are not necessarily required to establish a bona fide offering price if, in fact, the item of merchandise is openly and actively offered for sale through dealer brochures or other material referring to the product;

b. The fact that a model number has been changed does not in and of itself foreclose respondent from establishing that an item of merchandise is the same as another for purposes of establishing the truthfulness of any price or savings representation herein, inasmuch as the nature and extent of changes in the item of merchandise, reflected by a change in the model number assigned to such item of merchandise, might not be such as would destroy the validity of such representations;

B. Representing, directly or by implication that said articles of merchandise are guaranteed without clearly and conspicuously disclosing the nature, conditions and extent of the guarantee, the identity of the guarantor and the manner in which the guarantor will perform thereunder; *Provided, however,* That this provision would not be violated where a guarantee representation is made in a catalog and the disclosures of the nature, conditions and extent of the guarantee, the identity of the guarantor and the manner in which the guarantor will perform thereunder are clearly and conspicuously set forth at one place in the catalog, and each guarantee representation is clearly and conspicuously associated with the page in the catalog where such information is disclosed;

C. Representing, directly or by implication that any offer is limited in point of time or in any manner unless respondent is able to establish as a fact that any represented limitation or restriction was actually imposed and in good faith adhered to; *Provided, however,* That this provision would not be violated where the expression "Annual Sale" is properly utilized, and the duration of the sale is not directly or impliedly limited, but, after the sale, the prices of certain items

of merchandise are not raised to their presale level;

D. Furnishing or otherwise placing in the hands of retail dealers or others the means and instrumentalities by and through which they may mislead or deceive the public as to the things or in the manner hereinabove prohibited.

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

Issued: December 23, 1964.

By the Commission,

[SEAL] JOSEPH W. SHEA,
Secretary.

[P.R. Doc. 65-1791; Filed, Feb. 19, 1965; 8:45 a.m.]

Title 32—NATIONAL DEFENSE

Chapter VII—Department of the Air Force

SUBCHAPTER I—MILITARY PERSONNEL

PART 888—ENLISTMENT IN THE REGULAR AIR FORCE

SUBCHAPTER W—AIR FORCE PROCUREMENT INSTRUCTION

PART 1001—GENERAL PROVISIONS

PART 1002—PROCUREMENT BY FORMAL ADVERTISING

Miscellaneous Amendments

1. A new Part 888 is added to Subchapter I as follows:

Sec.	Purpose.
888.1	Purpose.
888.2	Definitions.
888.3	Citizenship requirements.
888.4	Enlistment criteria.
888.5	Applicants ineligible to enlist.
888.6	Male applicants requiring specific authority to enlist.
888.7	Procedures for obtaining specific authority to enlist male applicants.
888.8	Place of enlistment.
888.9	Terms of enlistment.
888.10	Grade determination.
888.11	Date of rank.
888.12	Processing.
888.13	Nonprior service program.
888.14	Prior service program.
888.15	Airmen removed from temporary disability retired list (TDRL).
888.16	Selected Officer Training School (OTS) applicants.
888.17	Applicants whose last period of service was in officer status.
888.18	Nonprior service male applicants for Air Force bands.

AUTHORITY: The provisions of this Part 888 issued under sec. 8012, 70A Stat. 488; 10 U.S.C. 8012, except as otherwise noted.

SOURCE: AFM 33-3, December 31, 1964.

§ 888.1 Purpose.

This part prescribes the eligibility requirements for enlistment of persons in the Regular Air Force.

§ 888.2 Definitions.

(a) *Active Duty for Training (ACDUTRA).* A tour of active duty for

Reserve training under orders that specify automatic return to an inactive status upon completion of the specified period of active duty.

(b) *Active duty (AD).* Normal full-time duty in the active military service of the United States.

(c) *Applicants.* All persons who apply for enlistment. If term applies to one sex only, the text will so state.

(d) *Armed Forces Examining Stations (AFES).* Facilities established for the purpose of conducting physical examinations and mental tests for all chargeable accessions to the active forces. AFES are located at U.S. Army Recruiting Main Stations under control of the Department of the Army.

(e) *Classification and screening tests.* Tests given to determine applicant's general level of intelligence, learning ability, and aptitude for training within specific job areas.

(f) *Continental United States (CONUS).* United States territory including the adjacent territorial waters located within the North American continent between Canada and Mexico.

(g) *Dependent.* All persons dependent upon applicant, legally or morally. Applicant's stepchildren, in care or custody of applicant's spouse, are dependents whether or not adopted or receiving support from a legal parent prior to enlistment.

(h) *Eloper.* An applicant who declines to enlist after being transported, lodged, or fed by the Government.

(i) *Enlistment.* Voluntary entry into military service in enlisted status from civilian status.

(j) *Extended active duty (EAD).* A tour of active duty, normally in excess of 90 days, performed by a Reservist for whom strength accountability changes from the Air Reserve Forces to the Regular Air Force.

(k) *High school graduate.* An individual who has completed high school and received a certificate of graduation as verified in § 888.4(b), Footnote "3". A certificate showing completion of the HS General Education Test is not acceptable in lieu of a certificate of graduation.

(l) *Moral turpitude.* For the purpose of this part moral turpitude is considered to be involved if the offense is related to narcotic violations or sexual perversions, the latter including (1) lewd and lascivious acts, (2) homosexual acts, (3) sodomy, (4) indecent exposure, (5) indecent acts with or assault upon a child and (6) related offenses which are considered acts of sexual perversion.

(m) *Nonprior service (NPS).* Persons who have not served a minimum period of 6 continuous months on active duty with the Armed Forces. Applicants separated as service academy cadets or aviation cadets are considered nonprior service personnel for the purpose of this part.

(n) *Officer.* This term applies to a commissioned or warrant officer, except where "commissioned officer" is specified.

(o) *Original enlistment.* Enlistment of a person who never was a member of the Army Air Corps, Army Air Forces, or U.S. Air Force.

RULES AND REGULATIONS

(p) *Prior service (PS)*. Includes: (1) Former members of the Armed Forces who served a continuous period of active duty for 6 months or more.

(2) Former members of Reserve components of the Armed Forces who served a continuous period of active duty or ACDUTRA exceeding 6 months.

(q) *Reenlistee*. A member of the Regular Air Force who enlists within 24 hours from date of separation from the Regular Air Force.

(r) *United States Army and Air Force Recruiting Processing Unit (RPU)*. A joint activity designated to accomplish administrative processing, enlisting, and shipping of applicants enlisting in the Army and Air Force.

(s) *United States Army Recruiting Main Stations*. The principal U.S. Army recruiting facility in a community in which the AFES and RPU are located.

(t) *United States Air Force Recruiting Service (USAFRS)*. All recruiting activities under the jurisdiction of Hq USAF Recruiting Service responsible for procurement of personnel to meet programmed objectives.

§ 888.3 Citizenship requirements.

Applicant must be a citizen of the United States or possess a valid Form I-151, "Immigration and Naturalization Service Alien Registration Receipt Card," as evidence of lawful entry into the United States for permanent residence and present Naturalization Form N-315, "Declaration of Intent," as evidence of having legally declared an intent to become a citizen. Reproduction of these forms in any manner is prohibited.

§ 888.4 Enlistment criteria.

(a) *Age*. All applicants except those specified in §§ 888.15 to 888.17 are required to meet the standards set forth in this paragraph.

If applicant is—	Then minimum age is—	And maximum age is—
Male nonprior service.	18	27.
Female nonprior service.	21	Do.
Male prior service.	18	27 years increased by the number of years of honorable active federal service provided the sum is not over 40 years. ¹
Female prior service.	21	Do.

¹ 17 years of age minimum if DD Form 373, "Consent, Declaration of Parent or Legal Guardian for Enlistment of a Minor in the U.S. Armed Forces," is properly executed, and he is high school graduate.

² 18 years of age minimum if DD Form 373 is properly executed.

³ Applicants over 35 years of age must have at least 3 months prior service in the Army Air Corps, Army Air Force, or U.S. Air Force.

(b) Educational requirements.

If applicant is—	Then minimum educational requirement is—
Male nonprior service.	High school graduate or a score in mental categories I, II, or III on the AFQT. ^{1, 2, 3}
Male prior service.	None.
Female	A high school graduate. ²

¹ High school graduates have priority for enlistment.

² High school graduates have priority for enlistment.

³ Non-high-school graduates who score in mental category IV on the AFQT will be deferred from enlistment.

⁴ The applicant must verify qualification as high school graduate by one of the following:

(1) High school diploma—day or night school.

(2) Official transcript of high school credits.

(3) Certificate of equivalence issued by Board of Education.

(4) Official statement by school officials that individual has sufficiently acceptable credits to be awarded a diploma.

(5) Diploma or certificate attesting to high school completion through Home Study School (correspondence) accredited by the

Accreditation Commission of the National Home Study Council.

(c) *Mental testing*. (1) Applicants must attain a qualifying score on the Airman Qualifying Examination (AQE) and Armed Forces Qualification Test (AFQT), except that female applicants will take the Armed Forces Women's Selection Test (AFWST) in lieu of the AFQT.

§ 888.5 Applicants ineligible to enlist.

Criteria for determining ineligibility of applicants for enlistment in the Regular Air Force are as follows:

Any of the conditions indicated by an "X" is disqualifying for enlistment if applicant is—	Rule			
	1	2	3	4
(a) Nonprior service—male	Yes			
(b) Nonprior service—female		Yes		
(c) Prior service—male			Yes	
(d) Prior service—female				Yes
(e) Intoxicated or under the influence of alcohol or drugs	X	X	X	X
(f) Enlistment not clearly consistent with interest of national security under AFR 35-6 (Security Program)	X	X	X	X
(g) Questionable moral character, history of antisocial behavior, alcoholism, drug addiction, sexual perversion, having frequent difficulties with law enforcement agencies	X	X	X	X
(h) Convicted by Civil Court for any offense involving moral turpitude or punishable by death or confinement for a term exceeding 1 year	X	X	X	X
(i) Believed of criminal charges filed and pending on condition that he applies for and is enlisted	X	X	X	X
(j) Released from further prosecution, indictment, trial, or incarceration on criminal charges with the proviso that he applies for and is enlisted	X	X	X	X
(k) Conscientious objector or person with religious convictions which preclude unrestricted assignments	X	X	X	X
(l) Having a history of psychotic disorders	X	X	X	X
(m) Civil or criminal charges filed or pending against them by civil authorities	X	X	X	X
(n) Aliens adjudicated juvenile delinquents based on any offense other than minor traffic violations	X	X	X	X
(o) Former AF Reservist separated under paragraphs 11, 16, 18, and 20-28 inclusive of AFR 45-43 (Administrative Discharge of Airmen Members of the AF Reserve)	X	X	X	X
(p) Under parole, probation or suspended sentence from any Civil Court, except under suspended sentence for a single minor traffic offense in lieu of fine	X	X	X	X
(q) Refuses to sign DD Form 98, "Armed Forces Security Questionnaire"	X	X	X	X
(r) Convicted of any offense except minor traffic violations ¹	X	X	X	X
(s) 18-26 years of age not registered with Selective Service	X	X	X	X
(t) Selected Service registrants classified as 1-A (P), 1-A (O), 1-Y, or 4-F	X	X	X	X
(u) Under orders for induction	X	X	X	X
(v) Having one or more dependents	X	X	X	X
(w) Parent by birth or adoption of a child under 18 years of age or has legal or personal custody of any child under 18 years of age		X		X
(x) Has surrendered all rights to custody and control of natural children through formal adoption, divorce decree, or other court order		X		X
(y) With dependents as defined in § 888.2	X	X	X	X
(z) Has had an illegitimate pregnancy	X	X	X	X
(aa) Step-parent of a child under 18 years of age within household for period of more than 90 days per year	X	X	X	X
(bb) Married	X	X	X	X
(cc) Separated from the Air Force for a period of less than 90 days		X		X
(dd) Separated from last period of service for unsuitability, unfitness, disloyalty—Not recommended for reenlistment		X		X
(ee) Separated from any Armed Forces with other than an Honorable Discharge		X		X
(ff) Separated with discharge or conditions that are a bar to enlistment (see § 888.14(d))		X		X
(gg) Separated from Armed Forces in pay grade E-1 or E-2 after 18 months or more in last enlistment		X		X
(hh) Separated in pay grade E-4 or lower with more than 8 years active service for retirement		X		X
(ii) Separated from Armed Forces because of physical disability		X		X
(jj) Separated from active service in excess of 3 years unless participated actively in Reserves		X		X
(kk) Authorized grade E-1 or E-2 and has 2 or more dependents	X	X	X	X
(ll) Authorized grade E-3 and has 3 or more dependents	X	X	X	X
(mm) Authorized grade E-4 and has 3 or more dependents, and total service for pay less than 3½ years		X		X
(nn) Discharged from any of the Armed Forces prior to completion of 6 months active Federal military service except for those separated for minority, hardship, or dependency	X	X	X	X
(oo) Has completed 20 or more years active federal service		X		X
(pp) Receiving disability compensation from any federal or other agency		X		X
(qq) Retired or eligible for retirement under any provision of law		X		X
(rr) Not qualified in primary or secondary AFSC (as indicated on DD Form 214 or Reserve Records) on the critical skill list in the skill level required		X		X
(ss) Applicants who claim prior honorable service but lack written evidence of such service		X		X
(tt) 17-year-old non-high-school graduate	X	X	X	X

¹ For prior service personnel only offenses which occurred after date of last separation are considered.

How to read this table. For example: If applicant is prior service—male, line (e), then rule 3 applies.

§ 888.6 Male applicants requiring specific authority to enlist.

(a) Those convicted of more than one or a combination of minor offenses which include drunkenness, vagrancy, peace

disturbance, disorderly conduct, and others deemed minor by local law enforcement agencies.

(b) Those convicted of four or more traffic violations deemed to be minor by local law enforcement agencies or for a

single violation involving drunken driving. Parking tickets and other non-moving city traffic ordinances are not disqualifying.

(c) Those legally adjudged juvenile delinquents, youthful offenders, or wayward minors.

(d) Applicants convicted by a civil court of any offense not covered in this section or in § 888.5.

§ 888.7 Procedures for obtaining specific authority to enlist male applicants.

Hq USAF Recruiting Service is authorized to approve enlistment of male applicants listed in § 888.6.

§ 888.3 Place of enlistment.

Accomplish all enlistments at locations prescribed in this section.

If applicant is located in—	Is—	And applicant—	Then place of enlistment will be—
Contiguous United States and Hawaii, Alaska, Puerto Rico, Canal Zone, Guam.	Nonprior service.....	Is ACT ¹ qualified and has approval of USAFRS.	Through USAF Recruiting Service, Elmendorf AFB, Alaska; Ramey AFB, Puerto Rico; Albrook AFB, Canal Zone; Andersen AFB, Guam, Do.
Do.....	Prior service.....	Has approval of USAFRS and vacancy exists.	Do.
Oversea command.....	Nonprior service ²	Is ACT qualified and has approval of USAFRS.	Air Force activities designated by Hq USAFE, USAFBO, PACAF, AAC, and SAC, Do.
Do.....	Prior service.....	Has approval of USAFRS and vacancy exists.	Do.

¹ Airman Classification Test.

² Applicant must be:

(i) Dependent of U.S. military personnel, U.S. Government employees, or employees of U.S. companies under contract to the U.S. Government.

(ii) High school graduate.

(iii) U.S. citizen who does not possess concurrent status as a national of the country where the enlistment occurs, provided also that the enlistment does not conflict with the law of such country or with any intergovernmental agreement between the United States and such country.

§ 888.9 Terms of enlistment.

(a) Enlist all applicants, except those for Officers Training School (OTS), for a 4-year term.

(b) Enlist OTS selected applicants for a 2-year term.

§ 888.10 Grade determination.

Nonprior service enlistees will use the first table, and prior service enlistees, except for applicants specified in §§ 888.15 to 888.17, will use the second table, as follows:

NONPRIOR SERVICE ENLISTEES		Then grade authorized is—
<i>If applicant—</i>		
Was credited with over 90 days but less than 180 days service and last separated in pay grade E-2 or higher.....		E-2
Possesses certificate of proficiency, letter from CAP Hq, Ellington AFB, Tex., or a letter from CAP unit commander showing successful completion of the CAP Training Program.....		E-2
Is an APROTC nongraduate who completed at least 2 years APROTC and has a letter of recommendation from Professor of Air Science.....		E-2
Is a Service Academy ex-cadet with over 90 days service.....		E-2
None of the above.....		E-1

PRIOR SERVICE ENLISTEES

<i>If applicant is separated for a period of—</i>	<i>Then grade authorized will be the lower of either the grade listed on the Critical Skill List or (see footnote 1).</i>
Less than 12 months.....	Grade held when last separated.
Over 12 but less than 24 months.....	One grade lower than at separation.
Over 24 but less than 30 months.....	Two grades lower than at separation.
Over 30 but less than 36 months.....	Three grades lower than at separation.

¹ Applicants not eligible to enlist in a higher grade under this part may be enlisted in the grade of Airman Third Class (E-2) provided they were last separated in pay grade E-2 or higher.

§ 888.11 Date of rank.

Date of rank for all enlistees except those specified in §§ 888.15 to 888.17 is the date of enlistment.

§ 888.12 Processing.

(a) *Verification of age.* The only acceptable documents for verification of age are:

(1) Birth certificate—including hospital or delayed birth certificate.

(2) Statement by state registrar of vital statistics or similar state official.

(3) DD Form 214 for prior service applicants. Date of birth recorded thereon will be accepted as a verified date.

NOTE: The burden of proof is upon the applicant.

(b) *Documents.* Applicants will submit originals or duly signed and authenticated copies of all documents.

(c) *Parental consent.* Those applicants who have not reached their 18th birthday (21st for female) will not be processed for enlistment until consent of parents or legal guardians is obtained.

(1) Both parents (guardians) will sign the original and duplicate of DD Form 373 and have it notarized by an authorized notary public or witnessed by an officer or noncommissioned officer of the USAF Recruiting Service.

(2) If parents are separated, consent of one parent having sole legal custody of the applicant is acceptable provided a copy of the court order or other evidence is attached.

(3) If it is determined that an applicant does not have either a living parent or legal guardian a request for waiver of parental consent will be submitted to the USAF recruiting detachment commander.

(d) *Education.* (1) Regardless of age, all students who are enrolled in secondary schools or have withdrawn from enrollment in the current school year require the consent of their parents to enlist. In addition, the responsible school official must acknowledge in writing that he was informed of the intent of the student to apply for enlistment.

(e) *Personal history information.* Each applicant is required to complete AF Form 789, "Personal History Information."

(f) *Service obligation.* All male applicants under 26 years of age automatically assume a 6-year military service obligation which may be terminated only on the grounds of personal hardship in accordance with standards prescribed by the Secretary of Defense. The obligation will be met as follows:

- (1) Four years of active duty service.
- (2) Two years in the Reserves.

(g) *Religious convictions.* Applicants whose religious convictions would limit their worldwide assignments will not be enlisted. The following are in this category:

(1) Conscientious objectors (term includes persons willing to serve in non-combat status only).

(2) Those whose religious beliefs conflict with the principle that enlistees are subject to unrestricted service on a 24-hour day, 7 days a week basis.

§ 888.13 Nonprior service program.

(a) Nonprior service male applicants who are found disqualified on AFQT for enlistment at the Armed Forces Examining Station are required to take the regular physical examination given to all inductees or enlistees.

(b) Former Service Academy or Aviation Cadets may enlist only with prior approval of Hq USAF Recruiting Service.

(c) Enlistees are ordered and assigned to Basic Military Training Center, Lackland AFB, Tex., in accordance with separate instructions issued by Hq Air Training Command.

§ 888.14 Prior service program.

(a) Lists explained:

(1) *Conversion list.* Army, Navy, Marine, and Coast Guard jobs, duties or skills that convert to Air Force specialties, published by the USAF Recruiting Service in compliance with instructions from Hq USAF.

(2) *Prior service required skills list.* Air Force Specialty Codes and grade limitations in which projected Air Force manning procurement potential and retention experience indicate a need for applicants qualified in these specialties.

(b) Enlistment of prior service personnel in the Air Force is extremely selective because of severely limited yearly quotas. Applicants for this program are required to meet all standards prescribed in this part and possess an AFSC skill on the Required Skills List. Three and 5 level vacancies on the Required Skills List are not authorized for enlistees in grades of E-6 or E-7.

(c) Hq USAF Recruiting Service is authorized to approve enlistment of applicants separated for dependency or hardship reasons provided at least 93 days have elapsed since discharge. If more than 1 year has elapsed, Recruiting Detachment Commander may approve the request. Include the following in the requests:

(1) Statement of applicant that hardship or dependency is permanently terminated.

(2) Proof in the form of affidavits or sworn statements that the hardship or dependency has ended. These must be executed in duplicate by the person on whose behalf the discharge was obtained or by other members of the community familiar with the home conditions involved.

Note: The burden of furnishing proof that conditions at the time of discharge have changed is upon the applicant.

(d) *Special qualifications for personnel with prior service in other Armed Forces.* (1) Applicants whose last period of service was in other Armed Forces are required to meet all the criteria for prior service personnel as well as the additional qualifications prescribed in this paragraph.

(2) Only applicants recommended for reenlistment by their last branch of service in the Armed Forces are eligible to enlist in the Air Force.

(3) The DD Form 214 issued for the applicant's last period of service is the governing document used to determine applicant's eligibility.

(4) Only applicants who have a job skill or specialty indicated on their report of separation which converts to a listed AFSC are eligible; they are authorized grade in the same manner and subject to the same limitations as former Air Force personnel.

(e) Prior service enlisted personnel, with 16 years or more active Federal mil-

itary service, may enlist for a period of 4 years provided they possess a skill critical to the needs of the Air Force and sign a statement essentially as follows:

I agree to serve on active duty for a minimum period of 4 years. I understand that an application for retirement prior to my completion of 4 years active duty will not normally be approved.

If enlistment is accomplished within 60 days from the date of removal from TDRL

Yes -----

No -----

(b) Applicants who received severance pay are not eligible for enlistment.

(c) Applicants may enlist through USAF Recruiting Service or at any Air Force installation by presenting:

(1) Letter from USAF Military Personnel Center (AFMPRA) authorizing enlistment.

(2) Special order announcing removal from TDRL and discharge.

(3) DD Form 214 issued at the time of placement on TDRL.

(d) An airman who has completed the minimum requirement for voluntary retirement established by law and policy, and who is physically fit by having recovered from the condition for which placed on TDRL, but unfit by reason of a condition incurred while on TDRL or 60 days thereafter, shall be enlisted provided he was removed from TDRL and discharged without severance pay. Such enlistment shall be consummated notwithstanding the fact that there is a nonservice connected disqualifying disability and with the understanding that retirement for length of service will be accomplished as soon as practicable.

§ 888.16 Selected Officer Training School (OTS) applicants.

These are individuals who have successfully completed all qualifying examinations (AFR 53-27, USAF Officers Training School (OTS) (Part 902, Subchapter K of this chapter)) and were notified in writing of selection to attend Officer Training School by the Commander, Air Training Command. Except as prescribed in this section, processing is the same as for regular enlistees.

(a) Enlistment eligibility is established on the basis of the letter of selection and no further qualification or testing of applicant is required.

(b) Commander, Air Training Command will issue instructions covering class assignment, reporting date, career field, and travel.

(c) Male applicants enlisted under this section are authorized to enlist without regard to dependents.

§ 888.15 Airmen removed from temporary disability retired list (TDRL).

(a) Former airmen who have been removed (discharged) from the TDRL as physically fit and are not ineligible by § 888.5 may enlist in the Regular Air Force in accordance with the following criteria:

Then the applicant—

Will not be required to undergo further mental or physical examinations and will be enlisted with grade and date of rank specified in letter from Hq USAF authorizing enlistment.

May be enlisted provided the criteria of the prior service program are met.

§ 888.17 Applicants whose last period of service was in officer status.

(a) *General.* All former officers except those separated to enlist in the Regular Air Force under paragraph 54, AFR 36-12 (Administrative Separation of Commissioned Officers and Warrant Officers of the Air Force), July 1, 1960, require Hq USAF authorization to enlist. Submit applications for authority to enlist not later than 30 days after receipt of official notification of separation.

(b) *Former officers with prior enlisted service in Regular Air Force.* (1) To qualify for enlistment eligibility under the provisions of this section, applicant must:

(i) Have served on EAD as a Reserve officer or have been discharged as an enlisted member to accept temporary appointment as an officer.

(ii) Not have had a break in service exceeding 6 months after separation as an airman. An officer relieved from active service and later recalled within 6 months will be considered to have had continuous service.

(iii) Not be an officer relieved from active duty to await appellate review of sentence that includes dismissal or dishonorable discharge.

(iv) Have been separated with honorable discharge or with general discharge with approval to enlist from Hq USAF.

(2) Provided the enlistment is within 6 months from date of separation, the applicant:

(i) Is not required to meet the prior service program criteria and will be processed without regard to age, physical disqualification incurred in line of duty while in active military service or existing vacancy.

(ii) Is entitled to date of rank held at time of discharge to serve on EAD in an officer status, adjusted to deduct credit for the number of days out of service before enlisting.

(iii) Grade determination: (a) If qualified as E-7 under AFL 35-29 (Enlistment of Former Officers, Warrant Officers and Flight Officers), November 4, 1948, and has letter from Hq USAF, sub-

ject, "Determination of Eligibility for E-7," applicant is authorized to enlist in grade of MSgt, E-7.

(b) If not qualified under subdivision (iii) (a) of this subparagraph, applicant is authorized to enlist in the highest enlisted grade held immediately preceding discharge to serve on EAD as an officer or A1C (E-4), whichever is higher.

(c) Former officers who are not eligible under provisions of paragraph (b) of this section. (1) Eligible for immediate enlistment: (i) Former Regular officer who: (a) Fails twice for promotion selection, and (b) resigns when notification of nonselection authorizes tender of resignation in lieu of discharge with severance pay for the purpose of enlisting.

(ii) Reserve officers separated because of age who are not eligible for retirement may enlist provided they do so within 90 days from date of separation.

(iii) Former Reserve officers not declared ineligible under paragraph (f) of this section and having Hq USAF letter of authorization to enlist.

(2) Provided enlistment is within 90 days from date of separation, applicant is:

(i) Not required to meet the prior service program criteria.

(ii) Entitled to date of rank of date of enlistment backdated by a period equal to the amount of active Federal military services performed in the same or higher grade in the Air Force (and Army before transfer to the Air Force under Transfer Order 1, DA Bulletin, 1947).

(iii) Authorized the grade of A1C (E-4) or MSgt E-7 if applicant possesses letter cited in paragraph (b) (2) (iii) (a) of this section.

(3) Provided the enlistment is over 90 days from date of separation, applicant is:

(i) Required to meet the prior service program criteria.

(ii) Authorized date of rank as date of enlistment.

(iii) Authorized grade of A2C (E-3).

(d) Former Reserve officers from the other Armed Forces. Applicants in this category are considered for enlistment under the prior service program. Maximum authorized grade is A2C (E-3) with date of rank as date of enlistment.

(e) Place of enlistment.

If applicant enlists under provisions of—	Then if separated—	Place of enlistment is—
§ 888.17(b).....	Less than 6 months.	Any Air Force base.
Do.....	6 months or more.	Through USAF Recruiting Service.
§ 888.17(c).....	Less than 90 days.	Any Air Force base.
Do.....	90 days or more.	Through USAF Recruiting Service.
§ 888.17(d).....		Do.

(f) Former officers ineligible to enlist are those who:

(1) Last served in a regular component of other Armed Forces.

(2) Were discharged with severance pay.

(3) Were separated for cause by the Secretary of the Air Force. (Including those under AFR 36-2 (Administrative Discharge Procedures) (Unfitness, Unacceptable Conduct, or in the Interest of National Security)) and AFR 36-3 (Administrative Discharge Procedures (Substandard Performance of Duty).)

(4) Were separated with other than an honorable discharge except for applicants covered by paragraph (b) (1) (iv) of this section.

(5) Were separated because of failure for selection for promotion during the 3-year probationary period.

(6) Are eligible for retirement in officer status under any provision of law (applicants under paragraph (b) of this section and paragraph 9c(2) AFR 36-12 (Administrative Separation of Commissioned Officers and Warrant Officers of the Air Force) are excluded from this restriction).

§ 888.13 Nonprior service male applicants for Air Force bands.

(a) Eligibility. (1) An applicant for an Air Force band, otherwise qualified for enlistment, is required to establish his instrument or band qualification prior to enlistment.

(2) All expenses in connection with pre-enlistment auditioning must be paid by applicant.

(b) Command Band Director PACAF. PACAF is authorized to audition applicants against command band vacancies at the 501st Air Force Band, APO 953, San Francisco, Calif., 96553 and to promise assignment to a specific PACAF band upon completion of basic military training.

2. In F.R. Doc. 65-1348 appearing in the issue for Tuesday, February 9, 1965: a. On page 1775, in § 1001.461(b) (2), lines 4 and 5 have been transposed. Subparagraph (2) should read as follows:

(2) The authority of the Commander, AFLC, as described in subparagraph (1) of this paragraph has been delegated to the Director and Deputy Director of Procurement and Production, Hq AFLC, with power of redelegation.

b. On page 1776, instruction No. 1 regarding the amendment of § 1002.404-1 is incorrect and is to be disregarded.

(Sec. 8012, 70A Stat. 488, secs. 2301-2314, 70A Stat. 127-133; 10 U.S.C. 8012, 2301-2314)

By order of the Secretary of the Air Force,

FREDERICK A. RYKER,
Lieutenant Colonel, U.S. Air Force, Chief, Special Activities Group, Office of The Judge Advocate General.

[F.R. Doc. 65-1758; Filed, Feb. 19, 1965; 8:45 a.m.]

Chapter XIV—The Renegotiation Board

SUBCHAPTER B—RENEGOTIATION BOARD REGULATIONS UNDER THE 1951 ACT

PART 1453—MANDATORY EXEMPTIONS FROM RENEGOTIATION

Construction Contracts Awarded as a Result of Competitive Bidding

Section 1453.7 Construction contracts awarded as a result of competitive bidding is hereby amended by deleting paragraph (d) in its entirety and inserting in lieu thereof a new paragraph (d) to read as follows:

§ 1453.7 Construction contracts awarded as a result of competitive bidding.

(d) Price increases. If a prime contract which is exempt under the provisions of section 106(a)(9) of the act is supplemented or otherwise modified to increase the price stated therein, but the aggregate of the price increases provided in all such supplemental or other modifying instruments does not exceed one-third of the price stated in the original contract, then all such supplemental or other modifying instruments are likewise exempt. If such aggregate does exceed one-third of the original contract price, the supplemental or other modifying instruments are not exempt, and the entire amount of the price increases provided therein is subject to renegotiation.

(Sec. 109, 65 Stat. 22; 50 U.S.C., App. Sup. 1219)

Dated: February 17, 1965.

LAWRENCE E. HARTWIG,
Chairman.

[F.R. Doc. 65-1817; Filed, Feb. 19, 1965; 8:48 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department
PART 24—THIRD CLASS

Procedure for Appeal When Third-Class Non-Profit Organization Rates Have Been Denied

The regulations of the Post Office Department are hereby amended to state expressly the procedure to be followed by the postmaster at the postal services center in forwarding an appeal from a denial of an application for a non-profit organization rate for third-class mailings.

In § 24.5 Nonprofit organizations, paragraph (b) (3) is amended to read as follows:

§ 24.5 Nonprofit organizations.

(b) Application. . . .

(3) *Appeal.* The decision of the postmaster at the postal services center may be appealed by the applicant, in writing to the postmaster where the application was filed. The postmaster will forward the appeal to the postal services center. If, after a review of the file, the postmaster at the postal services center is still of the opinion that the organization does not qualify, he shall furnish a statement of the reasons for his denial action to the Bureau of Operations, Classification and Special Services Division. The complete file, including the original application and all supporting papers, should be submitted. The papers will be returned to the postmaster at the postal services center with notification of decision on the appeal.

NOTE: The corresponding Postal Manual section is 134.523.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 4452)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 65-1806; Filed, Feb. 19, 1965;
8:47 a.m.]

PART 43—MAIL DEPOSIT AND COLLECTION

PART 45—CITY DELIVERY

Mail Chutes, Receiving Boxes, and Apartment House Receptacles

The regulations of the Post Office Department are hereby amended to require the inspection of mail chutes every 5 years instead of 1 year and to update the list of firms approved for the manufacture of apartment house mail receptacles. In addition the functions of certain postal employees are further defined.

In § 43.6 *Mail chutes and receiving boxes*, as amended by 29 F.R. 12826, paragraph (e) (1) is amended to read as follows:

§ 43.6 Mail chutes and receiving boxes.

(e) *Maintenance of chutes and receiving boxes.* (1) The mailing chute on each floor as well as the receiving box must be inspected by a representative of the postmaster at least once every 5 years. Route examiners and carriers should report damaged or otherwise unsatisfactory chutes and receiving boxes as necessary. Cleaning and repairing as may be directed by the postmaster must then be done under his supervision by and at the expense of the proprietor or lessee of the building in which the chute and receiving box are situated. Form 1506, *Mail Chute Inspection*, should be completed when chute is inspected. Form is retained in office of the postmaster.

NOTE: The corresponding Postal Manual section is 153.651.

In § 45.6 *Apartment house receptacles*, paragraph (f) is amended to read as follows:

§ 45.6 Apartment house receptacles.

(f) *Manufacturers and distributors.* Following is a list of manufacturers and distributors of one or more designs of apartment house mail receptacles approved by the Post Office Department, with trade names of boxes:

(1) Vertical type.

Accessories Manufacturers, Ltd., 595 St. Remi Street, Montreal 30, Canada.
Auth Electric Co., Inc., 34-20 45th Street, Long Island City, N.Y., 11101.
Bommer Spring Hinge Co., Inc., Landrum, S.C., 29356.
Cutler Mail Chute Co., 76 Anderson Avenue, Rochester, N.Y., 14607.
Dura Steel Products Co., Post Office Box 54175, Los Angeles, Calif., 90054.
Florence Mfg. Co., Inc., 848-864 North Larrabee Street, Chicago, Ill., 60610.
Jensen Industries, 1946 East 46th Street, Los Angeles, Calif., 90058.
Leigh Products, Inc., Coopersville, Mich., 49404.
Perma-Bilt Steel Products Co., 8324 Graham Avenue, Los Angeles, Calif., 90001.
S. H. Couch Co., Inc., 3 Arlington Street, Boston, Mass., 02171.

(2) Horizontal type.

American Device Mfg. Co., Steepleville, Ill., 62286.
Auth Electric Co., Inc., 34-20 45th Street, Long Island City, N.Y., 11101.
Corbin Wood Products, Division of Emhart Corp., New Britain, Conn., 06050.
Cutler Mail Chute Co., 76 Anderson Avenue, Rochester, N.Y., 14607.
Florence Manufacturing Co., Inc., 848-864 North Larrabee Street, Chicago, Ill., 60610.

NOTE: The corresponding Postal Manual section is 155.66.

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 6001-6003)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 65-1807; Filed, Feb. 19, 1965;
8:47 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 8—Veterans Administration

PART 8-12—LABOR

Subpart 8-12.8—Equal Opportunity in Employment

In Chapter 8, a new Part 8-12 is added to read as follows:

SUBPART 8-12.8—EQUAL OPPORTUNITY IN EMPLOYMENT

Sec.	
8-12.803-1	Government contracts.
8-12.805-1	Duties of agencies.
8-12.805-3	Posting of notices.
8-12.805-4	Compliance reports.
8-12.805-6	Complaints.
8-12.812	Rulings and interpretations.
8-12.850	Report of contract award.
8-12.851	Nonaward of contract.
8-12.852	Noncompliance.

AUTHORITY: The provisions of this Part 8-12 issued under sec. 205(c), 63 Stat. 390, as amended, 40 U.S.C. 486(c); sec. 210(c), 72 Stat. 1114, 38 U.S.C., 210(c).

§ 8-12.803-1 Government contracts.

Government bills of lading shall contain the nondiscrimination clause.

Pending revision of the form, the following shall be placed on all copies of the bill of lading: "Equal Employment Opportunity. The Contract Clause in Section 301 of Executive Order 10925 dated March 6, 1961, as amended, is incorporated by reference." This requirement is also applicable to commercial bills of lading which are to be converted to Government bills of lading.

§ 8-12.805-1 Duties of agencies.

The Director, Supply Management Service (074), Central Office, is the Veterans Administration Contracts Compliance Officer and is responsible to the Administrator for carrying out the responsibilities of the Agency under FPR 1-12.8.

§ 8-12.805-3 Posting of notices.

(a) At the time of award, VA Form 3-2137, *Instructions to Contractors Pertaining to Equal Employment Opportunity Poster* and to the "Notice to Labor Unions or Other Organizations of Workers—Nondiscrimination in Employment," Standard Form 38, will be used to forward to the contractor the notices required by FPR 1-12.805-3 and to advise the contractor of his responsibilities under the Equal Opportunity clause of the contract.

(b) Each instance of a contractor's inability or unwillingness to utilize either the Nondiscrimination Poster or Standard Form 38, *Notice to Labor Unions or Other Organizations of Workers—Nondiscrimination in Employment*, shall be reported promptly by the Contracting Officer direct to the Contracts Compliance Officer. A similar report shall be made of each instance that a labor union or other organization of workers refuses or declines to accept Standard Form 38 from the contractor concerned.

§ 8-12.805-4 Compliance reports.

(a) Standard Form 40A, *Certificate of Submission of Current Compliance Report (Nondiscrimination Provisions of U.S. Government Contracts)*, will be filed with the contracting agency by the prime contractor within 30 days after award of contract subject to the reporting requirements. Contracting Officers will note their files when SF 40A is received and forward the original of SF 40A to the Contracts Compliance Officer. Subcontractors shall file copies of SF 40A with each prime contractor within 60 days after award of a subcontract subject to the reporting requirements.

(b) Where construction, alteration and repair contracts are involved, prime contractors and subcontractors will submit the original and one (1) copy of Standard Form 41, *Compliance Report—Construction (Nondiscrimination Provisions of U.S. Government Contracts)*, to the Contracting Officer as required by instructions contained in FPR 1-16.901-41. Reports which are obviously incomplete or contain errors will be returned for correction. The original of properly executed reports will be forwarded to the Contracts Compliance Officer within five (5) work days after receipt. The duplicate copy will be temporarily filed in the contract working file.

(c) When SF-41 is not received within the time specified in the instructions, the Contracting Officer will ascertain reasons for delay, date report will be submitted and advise the Contracts Compliance Officer accordingly.

(d) Each contractor holding a contract subject to the reporting requirements will file annual reports by March 31. Standard Form 40, Compliance Report (Nondiscrimination Provisions of U.S. Government Contracts), for supply and architect-engineer contracts will be furnished by the Contracts Compliance Officer, from information furnished on VA Form 07-2140, Report of Contract Award. Standard Form 41, Compliance Report—Construction (Nondiscrimination Provisions of U.S. Government Contracts), will be furnished construction contractors by the Construction Contracting Officer or by the Chief, Supply or Business Services Division where station construction contracts are involved.

§ 8-12.805-6 Complaints.

Any complaints received by Contracting Officers will be forwarded promptly and directly to the Contracts Compliance Officer. This officer is responsible for processing complaints under the provisions of § 60-1.24 of the rules and regulations of the President's Committee on Equal Employment Opportunity.

§ 8-12.812 Rulings and interpretations.

All questions relating to the application and interpretations of instructions on the Equal Employment Opportunity Program in Government contracting will be referred to the Contracts Compliance Officer. Where a ruling or interpretation by the Committee is required, it will be obtained by the Contracts Compliance Officer.

§ 8-12.850 Report of contract award.

Within ten (10) work days after awarding a contract that is subject to Executive Order 10925, as amended by Executive Order 11114, the Contracting Officer shall forward to the Veterans Administration Contracts Compliance Officer, VA Form 07-2140, Report of Contract Award.

§ 8-12.851 Nonaward of contract.

(a) From time to time, the President's Committee may designate certain firms to whom no contract will be awarded until a satisfactory compliance report or Plans for Progress report has been received by the Committee. Contracting Officers will be notified of such cases, and informed of the action to be taken and when the agency may resume contractual relations with such contractors.

(b) Where a bidder or offerer indicates required reports have not been filed, award will be withheld, pending the receipt of a representation from the bidder or offerer that he has submitted all required compliance reports and that he will not make awards to proposed sub-contractors until he has obtained signed statements from them that they have submitted required compliance reports, unless the circumstances in the particular case will not permit the award to be withheld. The file will be docu-

mented to show the basis upon which it is determined to make the award to the bidder or offerer without submission by him of the representation. This will not be interpreted to permit award to concerns known to be in established violation.

(c) Where a prospective contractor indicates that he will not comply with the provisions of the clause, his bid or proposal must be rejected as nonresponsive. Reports of such instances and their consequences will be referred to the Contracts Compliance Officer for such further action as may be indicated.

§ 8-12.852 Noncompliance.

Any apparent breach of contract concerning the nondiscrimination provision will be reported promptly by the Contracting Officer, directly to the Contracts Compliance Officer, who shall furnish the contractor an opportunity to take the corrective action necessary to place him in compliance with the nondiscrimination provision. The Contracting Officer will be advised by the Contracts Compliance Officer, as to any future action which must be taken by him with respect to the contractor and his present or future contracts.

These regulations are effective 45 days following publication in the FEDERAL REGISTER, but may be observed earlier.

Approved: February 15, 1965.

By direction of the Administrator.

[SEAL] A. T. MCANSH,
Acting Associate
Deputy Administrator.

[P.R. Doc. 65-1794; Filed, Feb. 19, 1965;
8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER C—DRUGS

PART 130—NEW DRUGS

Subpart C—Final Orders Effecting Suspension or Withdrawal of Approval of New-Drug Applications

SUSPENSION OF NEW-DRUG APPLICATIONS INVOLVING CERTAIN DIETHYLSTILBESTROL AND DIETHYLSTILBESTROL-CONTAINING DRUGS

Effective upon publication of this document in the FEDERAL REGISTER, Part 130 is amended by adding thereto a new Subpart C, as designated above, and the following section:

§ 130.201 Suspension of approval of new-drug applications for certain diethylstilbestrol and diethylstilbestrol-containing drugs.

In the matter of suspension of approval of New-Drug Application Nos. 7175, 7310, 8254, 9105, 9506, 9532, 11121: [Mattox and Moore, Inc., Indianapolis, Ind.; Vineland Poultry Laboratories, Vineland, N.J.; George N. Bell Co., Indianapolis, Ind., respondents (FDC-D-49, 50, and 55)]

Following the public hearing held in the above-identified matter, beginning on April

25, 1960, and finally terminating on June 17, 1960, and issuance of tentative findings of fact, conclusions of law and facts, and tentative order, the Commissioner of Food and Drugs on December 15, 1961, issued final findings of fact, conclusions of law and facts and a final order. This final order concluded that all the products involved were unsafe within the meaning of section 505(e) of the Federal Food, Drug, and Cosmetic Act, in that the drug diethylstilbestrol is capable of producing and has produced cancer in animals and that this drug may be expected to produce, excite or stimulate the growth of certain cancers in human beings.

This final order was appealed to the U.S. District Court for the District of New Jersey, pursuant to the then effective provisions of section 505(h) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 355(h)). On August 20, 1964, this Court set aside this final order and remanded the case to the Food and Drug Administration with directions to reconsider the case in conformity with the opinion of the Court. (Goldhaft et al, t/a Vineland Poultry Laboratories v. George P. Larrick, etc.; Civil Action No. 122-62).

Pursuant to the above-described opinion and order of the Court this case has been reconsidered.

Based on the substantial evidence of record, and pursuant to section 505(e) of the act (21 U.S.C. 355(e)) and Part 130 of Title 21 of the Code of Federal Regulations,

It is ordered, That:

1. New-Drug Application 7175, covering the drug "Tend-A-Wate," filed by Mattox & Moore, Inc., be, and is hereby suspended.
2. New-Drug Application 9532, covering the drugs "Tend-A-Wate 537," "Tend-A-Wate 539," and "Tend-A-Wate 545," filed by Mattox & Moore, Inc., be, and is hereby suspended.
3. New-Drug Application 7310, covering the drug "Tenderettes," filed by Vineland Poultry Laboratories, be, and is hereby suspended.
4. New-Drug Application 9105, covering the drug "Caponade," filed by Vineland Poultry Laboratories, be, and is hereby suspended.
5. New-Drug Application 11121, covering the drug "Stilboserts," filed by George N. Bell, Manufacturing Chemists, be, and is hereby suspended.
6. New-Drug Application 8254, covering the drug "No-Brood," filed by Mattox and Moore, Inc., be, and is hereby suspended.
7. New-Drug Application 9506, covering the drug "Anti-Brood," filed by Vineland Poultry Laboratories, be, and is hereby suspended.

The final findings of fact, conclusions of law and facts and final order in relation to the above-identified matter, Docket Nos. FDC-D-49, 50, and 55 are on file at the Office of the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., and at the Office of the Federal Register, the National Archives, Washington, D.C., and may there be examined by any person properly and directly concerned. Copies of the complete findings, conclusions, and order have been mailed to each of the respondents.

(Secs. 505(e), 701(a), 52 Stat. 1053, 1055, 76 Stat. 782; 21 U.S.C. 355(e), 371(a))

Dated: February 18, 1965.

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

[P.R. Doc. 65-1845; Filed, Feb. 19, 1965;
8:50 a.m.]

Title 28—JUDICIAL ADMINISTRATION

Chapter I—Department of Justice

[Order No. 331-65]

PART 0—ORGANIZATION OF THE DEPARTMENT OF JUSTICE

PART 3—GAMBLING DEVICES

Registration With Respect to Gambling Devices

Under and by virtue of the authority vested in me by section 161 of the Revised Statutes (5 U.S.C. 22) and section 2 of Reorganization Plan No. 2 of 1950 (64 Stat. 1261), it is hereby ordered as follows—

SECTION 1. Part 3 of Title 28 of the Code of Federal Regulations is hereby amended to read as follows:

Sec.

3.1 Definition.

3.2 Assistant Attorney General, Criminal Division.

3.3 Registration.

3.4 Registration to be made by letter.

3.5 Seizure of gambling devices.

3.6 Seized gambling devices.

AUTHORITY: The provisions of this Part 3 issued under R.S. 161, 5 U.S.C. 22; sec. 3, Reorganization Plan No. 2 of 1950, 64 Stat. 1261.

§ 3.1 Definition.

For the purpose of this part, the term "Act" means the Act of January 2, 1951, 64 Stat. 1134, as amended by the Gambling Devices Act of 1962, 76 Stat. 1075, 15 U.S.C. 1171 et seq.

§ 3.2 Assistant Attorney General, Criminal Division.

Subject to the general supervision and direction of the Attorney General, the Assistant Attorney General in charge of the Criminal Division is authorized to exercise the power and authority and to

perform the functions vested in the Attorney General by the Act. (See also 28 CFR 0.55 (1).)

§ 3.3 Registration.

Persons required to register pursuant to section 3 of the Act shall register with the Assistant Attorney General, Criminal Division, Department of Justice, Washington, D.C., 20530.

§ 3.4 Registration to be made by letter.

No special forms are prescribed for the purpose of registering under the Act. Registration shall be accomplished by a letter addressed to the Assistant Attorney General, Criminal Division, setting forth the information required by section 3(b)(4) of the Act. Registration should be made by registered or certified mail inasmuch as receipt of registrations will not otherwise be acknowledged. The registration requirement of the Act is an annual requirement. Any person engaged in any one or more of the activities for which registration is required under the Act must, in conformity with the provisions of the Act, register in each calendar year in which he engages in such activities.

§ 3.5 Seizure of gambling devices.

The Director, Associate Director, Assistant to the Director, Assistant Directors, inspectors, and agents of the Federal Bureau of Investigation are authorized to exercise the power and the authority vested in the Attorney General by the Act to make seizures of gambling devices. (See also 28 CFR 0.86.)

§ 3.6 Seized gambling devices.

All gambling devices seized pursuant to the Act shall be held for, or turned over to, the United States Marshal for the district in which the seizure is made. Except for the power and authority conferred by § 3.5, United States Marshals are, in accordance with the proviso in the last sentence of section 7 of the Act, authorized and designated as the officers to

perform the various duties with respect to seizures and forfeitures of gambling devices under the Act which are comparable to the duties performed by collectors of customs or other persons with respect to the seizure and forfeiture of vessels, vehicles, merchandise, and baggage under the customs laws.

Sec. 2. Section 0.55 (1) of Title 28 of the Code of Federal Regulations is amended to read as follows:

§ 0.55 General functions.

(1) Enforcement of the Act of January 2, 1951, 64 Stat. 1134, as amended by the Gambling Devices Act of 1962, 76 Stat. 1075, 15 U.S.C. 1171 et seq., including registration thereunder. (See also 28 CFR 3.2.)

§ 0.86 [Amended]

Sec. 3. Section 0.86 of Title 28 of the Code of Federal Regulations is amended by inserting "as amended," immediately after "64 Stat. 1135," and by adding at the end thereof "(See also 28 CFR 3.5.)".

Sec. 4. The amendments made by this order shall be effective upon the publication of this order in the FEDERAL REGISTER. Order No. 4173, of April 16, 1951, is superseded effective upon such publication.

Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) with respect to notice of proposed rule making and delayed effective date is impracticable and contrary to the public interest in this instance because such compliance would unduly delay and impede the administration and enforcement of the Act.

Dated: February 18, 1965.

NICHOLAS DEB. KATZENBACH,
Attorney General.

[F.R. Doc. 65-1867; Filed, Feb. 19, 1965;
9:35 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Bureau of Customs

[19 CFR Parts 11, 19, 24]

CERTAIN CUSTOMS FEES

Notice of Proposed Increases

The Bureau of Customs has determined that certain customs fees are no longer adequate to recover the cost of services provided. The services are the type described in 5 U.S.C. 140 as intended by Congress to be self-sustaining to the fullest extent possible. To give full effect to the expressed intent of Congress, it is proposed to increase certain customs fees required to be collected in connection with applications for the following actions:

(1) For recording a trade-mark, trade name, or copyright, from \$90.00 to \$100.00.

(2) For establishment of a customs bonded warehouse, from \$75.00 to \$80.00.

(3) For annual subscription to the "Monthly Supplement to Merchant Vessels of the United States" from \$4.20 to \$5.00.

Notice is hereby given pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that, under the authority of section 161 of the Revised Statutes, as amended, section 251 of the Revised Statutes, section 624 of the Tariff Act of 1930, and Title V, section 501 of the Act of August 31, 1951 (5 U.S.C. 22, 140, 19 U.S.C. 66, 1624), it is proposed to amend §§ 11.15(a), 11.16, 11.19(a) (1) and (2), 19.2(a) and 24.12(a) (1) and (4), Customs Regulations, to provide for the increase in fees shown above. The amendment in tentative form is as follows:

Section 11.15(a) is amended by substituting "\$100" for "\$90" in the second sentence.

Section 11.16 is amended by substituting "\$100" for "\$90" in the second sentence.

Section 11.19(a)(1) is amended by substituting "\$100" for "\$90" in the second sentence.

Section 11.19(a)(2) is amended by substituting "\$100" for "\$90" in the third sentence.

Section 19.2(a) is amended by substituting "\$80" for "\$75" in the first sentence.

Section 24.12(a) (1) (i) is amended by substituting "\$100" for "\$90".

Section 24.12(a) (1) (iii) is amended by substituting "\$80" for "\$75".

Section 24.12(a) (4) is amended by substituting "\$5.00" for "\$4.20".

Prior to the final adoption of such regulations, consideration will be given to any data, views, or arguments pertaining thereto which are submitted in writing to the Commissioner of Customs, Bureau of Customs, Washington, D.C., 20226, and received not later than 30 days from the date of publication of this no-

tice in the FEDERAL REGISTER. No hearings will be held.

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

Approved: February 8, 1965.

JAMES A. REED,
Assistant Secretary of the
Treasury.

[P.R. Doc. 65-1811; Filed, Feb. 19, 1965;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Parts 1061, 1064]

[Docket Nos. AO 327-A6-7, AO 23-A27]

MILK IN ST. JOSEPH, MO., AND GREATER KANSAS CITY MARKET- ING AREAS

Notice of Recommended Decision and Opportunity To File Written Exceptions on Proposed Amendments to Tentative Marketing Agreements and to Orders

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the filing with the Hearing Clerk of this recommended decision with respect to proposed amendments to the tentative marketing agreements and orders regulating the handling of milk in the St. Joseph, Mo., and Greater Kansas City marketing areas. Interested parties may file written exceptions to this decision with the Hearing Clerk, U.S. Department of Agriculture, Washington, D.C., 20250, by the 10th day after publication of this decision in the FEDERAL REGISTER. The exceptions should be filed in quadruplicate. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Preliminary statement. The hearings on the records of which the proposed amendments, as hereinafter set forth, to the tentative marketing agreements and to the orders as amended, were formulated, were conducted at Kansas City, Missouri, on November 4-6, 1964, pursuant to notices thereof issued October 12 and 23, 1964 (29 F.R. 14233 and 29 F.R. 14669, respectively) and at Overland Park, Kans., on December 3, 1964, pursuant to notice thereof issued November 17, 1964 (29 F.R. 15651).

Issue 5 below was considered at the December 3 hearing. Issue 6 was listed in the hearing notice for the November 4 and December 3 hearings, although no evidence pertaining thereto was submitted at either hearing. All other issues

were considered at the November 4 hearing.

The material issues on the hearing records relate to:

1. Expanding the Greater Kansas City marketing area.

2. Revising location differentials applicable to the Class I and uniform prices of the Greater Kansas City order.

3. Establishing a higher-priced class for milk used in cottage cheese and other classification and accounting changes in both orders.

4. Revising the mileage limitations on transfers and diversions for Class II use under the Greater Kansas City order.

5. Changing the distributing plant qualifications for attaining pool plant status under the St. Joseph order.

6. Handler exemption under the St. Joseph order.

7. Miscellaneous changes.

Findings and conclusions. The following findings and conclusions on the material issues are based on evidence presented at the hearings and the records thereof:

1. **Marketing area—Greater Kansas City order.** The Greater Kansas City marketing area should be expanded to include Pettis County, Mo. Cloud, Dickinson, Franklin, Lincoln, Osage, and Saline Counties, Kans., should not be included in the area at this time.

Six producer cooperatives representing substantially more than two-thirds of the producers supplying plants that would be regulated by the amended order proposed the addition of Pettis County to the marketing area. Pettis County adjoins the present marketing area on its eastern boundary. Grade A milk products sold for fluid consumption in Pettis County are governed by health ordinances, practices and procedures patterned after the U.S. Public Health Milk Ordinance and Code. Such regulations are similar to the sanitary regulations effective in the communities now included in the marketing area.

Incorporating Pettis County in the marketing area would provide full regulation for one handler, with a plant at Sedalla in Pettis County, who is now fully regulated by the Greater Kansas City order in some months and partially regulated in other months. This results because the handler's Class I sales in the present marketing area in several months of the year are less than 15 percent of his Grade A milk receipts, the minimum distribution in the marketing area that is required for full regulation. All of the approximately 50 producers at the plant of this handler are members of the principal cooperative association serving the market. The handler supported the addition of Pettis County to the marketing area so that he would be assured, because of the proportion of his total sales in this county, of being fully regulated under the Greater Kansas City order at all times. There was no opposition to the inclusion of Pettis County.

The handler whose plant is located in Sedalia, the major town in Pettis County, distributes approximately 50 percent of the total fluid milk sales in the county. He also supplies the total needs of a Sedalia "jug" store operator whose sales are confined to the store in Sedalia. The remainder of the fluid milk sales in the county are made by handlers regulated under the Greater Kansas City and St. Joseph milk orders.

The Sedalia handler also distributes fluid milk products on routes in the present marketing area and has a minor part of his sales on routes outside the area in the Missouri counties of Saline, Benton, Morgan, and Moniteau. In these four counties outside the proposed expanded area, this handler competes with handlers regulated by the Greater Kansas City, St. Joseph and Ozarks orders. There is also an unregulated distributor with a plant at Jefferson City who has sales in Moniteau County.

Because all producer milk must be fully regulated regardless of where it is sold, it is not feasible to differentiate, for the purpose of regulation, between handlers' Class I sales inside and outside the marketing area. Otherwise, the effect of the order would be nullified and the orderly marketing process jeopardized.

If only his "in-area" sales were subject to classification, pricing and pooling, a regulated handler with Class I sales both inside and outside the marketing area could assign any value he chose to his outside sales. He thereby could reduce his average cost of all of his Class I milk below that of other regulated handlers having all, or substantially all, of their Class I sales within the marketing area. In short, unless all milk of such a handler is fully regulated under the order, he in effect would not be subject to effective price regulation. The absence of effective classification, pricing and pooling of such milk would disrupt orderly marketing conditions within the regulated marketing area and would lead to a complete breakdown of the order. If a pool handler were free to value a portion of his milk at any price he chooses, it would be impossible to enforce uniform prices to all fully regulated handlers or a uniform basis of payments to the producers who supply the market.

It is essential, therefore, that the order price all the the producer milk received at a pool plant regardless of the point of disposition.

Limited quantities (as provided) of Class I milk may be sold within the regulated marketing area from plants not under any Federal order. There is, of course, no way to treat such unregulated milk uniformly with regulated milk other than to regulate it fully. Nevertheless, it has been concluded that the application of "partial" regulation to plants having less association than required for market pooling would not jeopardize marketing conditions within the regulated marketing area. Official notice is taken of the June 19, 1964, decision (29 F.R. 9110) supporting amendments to several orders, including the Greater Kansas City order.

The operator of this partially regulated plant is afforded the option of: (1) paying an amount equal to the difference between the Class I price and the weighted average value of producer milk with respect to all Class I sales made in the marketing area, (2) purchasing at the Class I price under any Federal order sufficient Class I milk to cover his limited disposition within the marketing area, or (3) paying his dairy farmers an amount not less than the value of all their milk computed on the basis of the classification and pricing provisions of the order (the latter representing an amount equal to the order obligation for milk which is imposed on fully regulated handlers).

While all fluid milk sales of the partially regulated plant are not necessarily priced on the same basis as fully regulated milk, the provisions described are, however, adequate under most circumstances to prevent sales of milk not fully regulated (pooled) from adversely affecting operation of the order and the fully regulated milk.

None of the six Kansas counties proposed to be added to the marketing area should be included at this time.

The addition of Franklin and Osage Counties was proposed by a regulated handler who has sales in these counties. This regulated handler has about 20 percent of the sales in Franklin County and 12 percent of the sales in Osage County. Unregulated handlers have nearly half the sales in each county. The remaining sales are made by other regulated handlers, five handlers regulated by the Kansas City order, one regulated by the St. Joseph order and one regulated by the Wichita order. Two of the unregulated handlers purchase some milk from handlers regulated under the Kansas City order. The proponent handler testified that he had lost sales in these counties in the past 18 months to unregulated handlers who offered milk to customers at prices below those charged by his firm.

No witnesses at the hearing except the proponent handler's representatives supported the addition of these two counties to the marketing area.

Two unregulated handlers who would become regulated if Osage and Franklin Counties were included in the marketing area opposed the area extension. A producer who delivers milk to one of the unregulated handlers also opposed the inclusion of Osage and Franklin Counties in the marketing area.

Cooperative associations which represent a substantial number of producers on the Kansas City and St. Joseph markets, in their brief, opposed the inclusion of Osage and Franklin Counties. These producer groups maintained that regulation of these handlers who sell a small volume of milk in these two counties would involve excessive administrative cost in relation to the amount of milk involved. The Wichita handler who has some sales in Osage County in his brief opposed the extension of the area to include these counties on the grounds that regulation of sales in that area is not needed at this time. Two handlers regulated by the Kansas City order filed briefs in support of the proposal.

The extent to which the prices paid by these unregulated handlers have disrupted orderly marketing is not revealed by the record. The proponent handler did not disclose the volume of his sales in these counties or the amount of sales he contended were lost to unregulated handlers. No other regulated handlers selling milk in these counties testified in regard to the proposal.

Since the record does not clearly establish how the inclusion of these two counties in the marketing area would tend to effectuate the purposes of the Act, they should not be added to the area at this time.

Cloud, Dickinson, Lincoln, and Saline Counties, Kans., should not be added to the present marketing area.

Although the proponent for inclusion of these four counties in the marketing area abandoned his proposal at the hearing, an unregulated handler supported inclusion of the area. The unregulated handler who testified that he pays producers according to his use at the class prices established by the Kansas City order desired assurance that all other handlers will pay the same prices. There are five distributors marketing milk in the four-county area who are unregulated. Also, four Greater Kansas City handlers, three Wichita handlers and one St. Joseph order handler distribute in these counties.

There is little in the record with respect to the proportion of sales in each county by regulated and unregulated handlers. Since a St. Joseph handler and three Wichita handlers have sales in these counties, their addition to the Kansas City marketing area could affect the status of some of these plants with respect to the order under which they are regulated. Also, the pattern of relative Class I prices which should apply at individual plant locations was not developed adequately. Although unregulated plants are paying the Kansas City Class I price, a location adjustment would be applicable under present order terms if the area were extended without revising the provision with respect to such adjustments.

No regulated handlers testified concerning the need for regulating prices paid by these unregulated plants. Another unregulated handler in the area opposed inclusion of the four counties in any Federal order marketing area but supported their inclusion in the Greater Kansas City marketing area in preference to any other area.

Producer cooperatives whose members market milk under the Wichita order and who sell milk to some of these unregulated plants opposed the addition of the counties to the Kansas City marketing area. Cooperative representing producers supplying the Kansas City and St. Joseph markets in their brief opposed the inclusion of these counties in the Kansas City marketing area at this time.

In view of the uncertainty as to plants pooled under other orders which might be pooled under the Kansas City order as a consequence of adding these counties and because no evidence of present disorderly marketing conditions was shown, regulation should not be extended to these counties at this time.

2. *Location differentials—Kansas City order.* The Class I and uniform prices of the Greater Kansas City order should be reduced 10 cents at plants located outside Pettis County, Mo., and more than 50 miles but not more than 70 miles from the nearest of the City Halls in Kansas City, Mo., and Lawrence, Topeka, Manhattan, Council Grove, and Emporia, Kans. Such prices should be reduced an additional 1.5 cents for each additional 10 miles or fraction thereof that plants are located more than 70 miles from such City Hall. The present 16-cent location adjustment at the 60-80 mile zone should be modified.

The order now provides a location adjustment of 10 cents on milk received at a plant more than 50 miles but not more than 60 miles from the nearest of the city halls named above, 16 cents at plants 60 to 80 miles from such city hall and an additional one cent for each 10 miles or fraction thereof in excess of 80 miles.

Producer associations proposed that the area in which a 10-cent reduction applies be extended from 50-60 miles to 50-70 miles and that the 16-cent adjustment apply to milk at plants 70-80 miles from the nearest basing point. They also proposed that an additional 1.5 cents location adjustment apply for each additional 10 miles or fraction thereof a plant is located in excess of 80 miles from the nearest basing point. Sedalia, Mo., was proposed to be an additional basing point to provide f.o.b. Kansas City pricing for a handler at Sedalia who would become fully regulated by the addition of Pettis County to the marketing area.

A distributing plant at Sabetha, Kans., now a St. Joseph pool plant, has closely approached the minimum qualification standards for pool status under the Greater Kansas City order. The Sabetha plant is located approximately 65 miles from Topeka, Kans., the nearest basing point under the Greater Kansas City order. The St. Joseph order Class I price at the plant is 10 cents less than the Kansas City order Class I price applicable to plants in the marketing area. However, if such plant became regulated under the Greater Kansas City order, the applicable price at the plant would be 6 cents lower than the Class I price at its location under the St. Joseph order.

Extending the 10-cent location differential to the 50-70 mile zone would include the Sabetha plant. Thus, regardless of which order it might become regulated under, there would be no change in prices due to location adjustments applicable at the plant. The proposal should be adopted to minimize the effect of any disruptive influence on prices at the Sabetha plant that might result from its regulation under different orders from one month to another and to contribute to the orderly marketing of milk in the area. There was no opposition to the proposal.

The proposed 16-cent location adjustment for plants 70 to 80 miles from the nearest basing point should not be provided as such. There are no plants in this zone location to which such adjustment would be applicable and no need for such adjustment was shown. Rather, the adoption of another zone at the 16

cents rate would increase the adjustment at distant plants more than is necessary to reflect transportation costs.

The present 1-cent adjustment for each 10 miles in excess of 80 miles from the market does not fully reflect the cost of hauling fluid milk to the market from distant supply sources. Current hauling rates reflect a cost of one and one-half cents per hundredweight per 10 miles. The rates provided in the attached order closely approximate the cost of hauling milk assembled at distant plants to the market by over-the-road tankers. These rates computed for a plant located at Sibley, Iowa (approximately 375 miles from Kansas City) are about the same as the current charges for moving milk to the market from such plant.

Expansion of the Greater Kansas City marketing area to include Pettis County will fully regulate a handler at Sedalia, Mo. Under the present order, the location adjustment at the Sedalia plant is 17 cents. Producer associations and handlers proposed that f.o.b. Kansas City prices apply at the Sedalia plant. There was no opposition to the proposal.

The Sedalia handler has customarily paid the f.o.b. Kansas City prices for his supply of producer milk. He competes directly in procurement of farm milk supplies with handlers whose plants are located in the zone in which no location adjustment is allowed. Sedalia is so located with respect to the procurement area of regulated handlers that hauling costs to the Sedalia plant are about the same as those for hauling milk to plants within 50 miles of the basing points.

The uniform price paid producers supplying plants at which location differentials apply should continue to be adjusted to reflect the savings in cost of delivering milk to such plants versus delivering it directly to plants in the major population centers of the market. Because a producer's association with the market is based primarily on his supplying Class I milk for the market, the uniform price returned to a producer should be adjusted at the same rate and for the same reason as the location adjustment is applied to the Class I price.

3a. *Milk used in cottage cheese—both orders.* The Greater Kansas City and St. Joseph orders should be amended to classify skim milk and butterfat used to produce cottage cheese as Class II milk and price it at the Minnesota-Wisconsin manufacturing milk price. This is the average price paid per hundredweight for manufacturing grade milk, f.o.b. plants in Minnesota and Wisconsin as reported by the Department. A Class III classification should be established to include all uses of milk now in Class II other than use in cottage cheese.

The present Class II price under the Greater Kansas City order is determined by the higher of the average of prices paid for manufacturing grade milk at local plants plus 19 cents, or a butter-powder formula. Under the St. Joseph order the Class II price is determined by the higher of the average of prices paid for manufacturing grade milk at local plants plus 24 cents, or a butter-powder formula plus 5 cents higher than that

under the Greater Kansas City order. For the first 9 months of 1964, the average monthly Class II prices for milk of 3.5 percent butterfat content in the Greater Kansas City and St. Joseph orders were \$2.99 and \$3.04, respectively. The Minnesota-Wisconsin series for 3.5 percent milk in this period averaged \$3.15.

Cooperative associations representing most of the producers in both markets proposed Class II classification for cottage cheese and Class III classification for other manufactured products now classified under the orders as Class II. The producer associations proposed that in both markets the new Class II price be 25 cents higher than the present Class II price of a Greater Kansas City order. Handlers opposed any increase from the present Class II price level for milk used in cottage cheese.

Cottage cheese is the principal manufactured dairy product made by handlers under the Greater Kansas City order. An average of 7.7 million pounds of milk per month was used to produce cottage cheese in the first 9 months of 1964. For the year of 1963, an average of 7.1 million pounds monthly was so used. The pounds of milk used for cottage cheese by St. Joseph handlers were not shown for any month in 1964 to avoid revealing confidential information. In 1963, approximately one million pounds per month were used in that market for cottage cheese.

There is no uniform requirement throughout the marketing areas that cottage cheese be made from Grade A milk. The health ordinance of the city of Lawrence, Kans., requires that cottage cheese distributed therein be made from Grade A milk. However, this requirement was not enforced during the period of shortages of Grade A milk supplies. Although cottage cheese made from ungraded milk may be sold in these markets, most of the cottage cheese sold in the Greater Kansas City area is made from Grade A milk.

In the Greater Kansas City market, two of the major cooperative associations attempt to supply handlers' requirements of skim milk for cottage cheese from Grade A milk sources. However, up to the time of the hearing, some ungraded skim milk for use in cottage cheese had been procured for Greater Kansas City handlers by the two cooperatives in all but 2 months of 1964. These supplemental purchases of ungraded skim milk amounted to nearly two million pounds in the 10 months ending October 1964.

One St. Joseph handler regularly makes cottage cheese from ungraded milk. Another purchases ungraded cottage cheese from a manufacturer located in Wisconsin. A Greater Kansas City handler supplies the cottage cheese distributed by an additional St. Joseph handler. St. Joseph handlers distribute cottage cheese over a wide area in Kansas, Missouri, Iowa, and Nebraska in competition with Greater Kansas City and unregulated handlers. Because of the close proximity and competition for supplies and sales between handlers under these two orders, prices for milk in cot-

tage cheese use should be the same in both orders.

Nonfat dry milk has also been used regularly in these markets to increase the yield of cottage cheese in the vat, or infrequently to reconstitute skim milk for cottage cheese manufacture.

If skim milk from producer milk is priced at less than the cost of alternative supplies of cottage cheese or dairy products for making cottage cheese, producers do not receive the full market value for their milk. However, if milk used in cottage cheese were priced higher than the alternative product cost, use of skim milk from producer milk might be discouraged.

There are at least four sources of supplies for the cottage cheese market in addition to producer milk used in cottage cheese. These include ungraded milk processed at unregulated manufacturing plants, cottage cheese and cottage cheese curd obtained by handlers from unregulated manufacturing plants, and manufactured dairy products, such as nonfat dry milk, which may be used to manufacture cottage cheese. Another potential supply source is cottage cheese made from surplus-priced Grade A milk at plants regulated under other nearby Federal orders.

Handlers argued at the hearing that they could not continue to use producer milk in cottage cheese at the proposed price. However, it developed that they had paid higher prices for supplemental ungraded skim milk purchased from cooperative associations. During the first 9 months of 1964, the ungraded skim milk, procured by cooperatives for handlers to supplement producer milk for use in cottage cheese, cost \$1.30 to \$1.56, mostly \$1.40 per hundredweight.

The prices paid for ungraded skim milk included a plant handling charge and the cost of hauling from the ungraded milk plant. The handling charge and extra hauling cost could be avoided if ungraded milk were purchased directly from farmers rather than through plants. Therefore, the prices being paid in the area to farmers for ungraded milk represents the alternative cost of such a supply for cottage cheese use. The Bennett Creamery at Ottawa, Kans., which supplied most of the ungraded skim milk purchased for use in cottage cheese, paid its producers \$3.30 for milk of 3.5 percent butterfat content. Plants purchasing ungraded milk from farmers at Sabetha and Kansas City, Kans., were reported to be paying equivalent prices.

A St. Joseph handler testified that he paid \$3.26 per hundredweight for ungraded milk of 3.7 percent butterfat during 1964 or about 8 cents more than the St. Joseph Class II price. This handler used both producer milk and ungraded milk in cottage cheese manufacturing. The operator of the Sibley, Iowa, manufacturing plant to which producer milk is sometimes diverted recently increased his pay price for milk of 3.5 percent butterfat content from \$3.22 to \$3.29 per 100 pounds.

All the prices paid at these plants were above the Greater Kansas City and St. Joseph order average Class II prices in the first 9 months of 1964. The prices

paid for manufacturing grade milk at these unregulated plants closely approximate or exceed that paid for manufacturing grade milk at plants in Wisconsin and Minnesota which averaged \$3.15 in the first 9 months of 1964. Thus, ungraded milk is not available for use in making cottage cheese at a price less than that proposed herein.

The alternative sources of cottage cheese or cottage cheese curd for these two markets include a plant located in Chippewa Falls, Wis., and a plant at Eldorado Springs, Mo. A price quoted for cottage cheese delivered from the Chippewa Falls plant to St. Joseph was 13 cents per pound. The price quoted for cottage cheese f.o.b. the Eldorado Springs plant was also 13 cents per pound. The Wisconsin plant is located in the area in which the pay prices at manufacturing plants are used to determine the Minnesota-Wisconsin price series as reported by the Department each month. Hence, this series should be representative of the price paid for milk at this plant. In October, the average price paid to dairy farmers at the Eldorado Springs plant was \$3.07 per hundredweight of milk of 3.5 percent butterfat content. This price was less than the average price paid at the Minnesota-Wisconsin plants but by adding the approximately 7-cent cost of moving the cottage cheese derived from a hundredweight of milk from that plant to Kansas City, the comparative cost of the skim milk plus transportation cost is about the same as that reflected in the Minnesota-Wisconsin series.

Nonfat dry milk may be purchased by handlers and reconstituted into skim milk for use in making cottage cheese. Several handlers testified that they frequently use nonfat dry milk to fortify skim milk to increase the yield of cottage cheese and on occasion reconstitute skim milk for cottage cheese by using nonfat dry milk. The price per pound of spray process nonfat dry milk has been 14.1 to 14.3 cents per pound during all of 1963 and through September 1964. With an approximate yield of 9.0 pounds of nonfat solids per hundredweight of skim milk, the cost of nonfat milk solids is about \$1.27 per hundredweight of skim equivalent, substantially in excess of the cost of nonfat solids derived from producer milk.

Other potential sources of cottage cheese for these two markets are plants regulated under nearby orders that manufacture cottage cheese from Grade A milk. Plants under the Wichita order distributing in Wichita paid \$3.91 per hundredweight for milk of 3.5 percent butterfat used in cottage cheese in the first 9 months of 1964. In the same period, the prices paid at plants under other nearby orders for milk used in cottage cheese were: Neosho Valley, \$3.15; Des Moines, \$3.14; Nebraska-Western Iowa, \$3.05; Ozarks, \$2.98; and St. Louis, \$2.94. The prices for the three latter markets were below the Minnesota-Wisconsin plant price in these months.

Official notice is taken of orders amending the St. Louis and Ozarks orders effective February 1, 1965, that use the Minnesota-Wisconsin price series as the Class II price (milk used in cottage

cheese). Also, official notice is taken of a final decision issued February 4, 1965, that would price milk used to produce cottage cheese in the Nebraska-Western Iowa market at the Minnesota-Wisconsin price series plus 15 cents. Thus, milk for cottage cheese uses by handlers in nearby order markets would be priced at a level comparable with the recommended Class II price for these two order markets.

The Minnesota-Wisconsin price series is a better index for determining the value of Class II milk in the orders than the other means proposed. This series is currently used as the basic formula price in determining Class I prices in the two orders and in most other Federal orders. Moreover, it is the price series used in many Federal order markets in the Midwest as the price for reserve milk supplies. The price series is representative of the prices paid to farmers for approximately half the manufacturing grade milk produced in the country. It is a price determined by competitive conditions that are affected by demand for all the major manufactured dairy products.

Certain handler witnesses argued that the present Greater Kansas City order price plus 25 cents as proposed by the producer associations for milk used in cottage cheese would result in a price so high as to discourage the continued use of producer milk in cottage cheese. The Class II price should be at a level that handlers will continue the use of producer milk instead of developing an alternative source of supply for cottage cheese. Some ungraded milk in the area has been priced at less than the order Class II price plus 25 cents as proposed by producer associations. Hence, adoption of such a price level in the orders might encourage the substitution of ungraded milk for producer milk used in cottage cheese.

At times milk may be transferred or diverted from pool plants to nonpool plants for use in manufacturing cottage cheese. Cottage cheese may be made in nonpool plants and sold in competition with handlers in these two markets. Thus, it is necessary that milk moved to a nonpool plant and used to produce cottage cheese be classified as Class II at the transferor plant to the extent such assignment is possible at the nonpool plant.

The Class II and Class III prices in the order for milk containing more or less than 3.5 percent butterfat should be increased or decreased, respectively, for each one-tenth percent butterfat at the same rate presently provided by the order for Class II milk. The Class II butterfat differential in the present orders is 11.5 percent of the price of Grade A (92-score) bulk creamery butter per pound at Chicago as reported by the Department for the month. There was no evidence that would provide a basis for a different butterfat differential at this time for milk used in Class II or Class III.

Proponents did not appear at the hearing to support a hearing notice proposal to price milk in all surplus uses, including cottage cheese, at the price paid for milk at Minnesota and Wisconsin plants.

There was no testimony by any interested persons to revise the pricing of milk in surplus uses other than for cottage cheese. Accordingly, no action is taken in this decision on the proposal to base the price of milk in surplus uses on the Minnesota and Wisconsin plant price series except for milk used to produce cottage cheese.

b. *Accounting for milk used in sterilized cream—Kansas City order.* Sterilized cream received and disposed of in hermetically sealed containers should be excluded from "other source milk" as defined in the order. By excluding this product from the other source milk definition, it will not be subject to the reporting, classification and pricing provisions of the order. Records of the receipt and disposition of the product, similar to those records required to be maintained with respect to butter or cheese received and disposed of in the same package, will be required.

Some handlers regulated by the Kansas City milk order distribute a product called sterilized cream for whipping. The product is packaged in hermetically sealed containers. It is received and disposed of in the same container.

The sterilized cream is manufactured in a processing plant located in California. The manufacturer's representative testified that cream derived from both Grade A milk and ungraded milk is used in the product. The manufacturer has not been required by health authorities to use cream derived from Grade A milk except for its sales in North Carolina and in some areas of Colorado where the product must be labeled Grade A.

Under the present order provision, this product is accounted for as a receipt of other source milk and is subject to classification and applicable charges as such. By excluding this product from the other source milk definition it will only be accounted for in the plant but will not otherwise be subject to regulation.

It was proposed that all sterilized fluid products be excluded from the fluid milk product definition. The effect of that change in definition would be to classify milk used in such products as Class III rather than Class I. There was no evidence that any regulated handler intended to manufacture sterilized cream. Hence, this record does not deal adequately with appropriate pricing of producer milk for such use.

The evidence submitted dealt only with sterilized whipping cream manufactured in the California plant. The only known source of the product is the plant at Gustine, Calif., where the cream is purchased for about 80 cents per pound fat. This fat, purchased as cream of 40 percent butterfat content, is standardized with purchased skim milk to 30 percent butterfat. The cost of the skim milk purchased is not shown in the record. However, the cost of the cream alone, at 80 cents per pound fat, exceeded the cost of its equivalent in cream of 30 percent butterfat content calculated at the Kansas City Class I price in each month except October 1964. Also, the product incurs considerable transportation cost since it is manufac-

tured in a plant approximately 1,800 miles from Kansas City. This product, therefore, has no competitive advantage based on cost of milk ingredients as compared to producer milk disposed of as unsterilized cream. Hence, its exemption from regulation will not disturb the orderly marketing of producer milk in the form of fluid milk products in the area.

c. *Assignment of allowable shrinkage—Kansas City order.* The division of shrinkage which may be classified in the surplus class under the Greater Kansas City order should be revised with respect to plant transfers of bulk cream and skim milk separated from whole milk, in the transferor plant.

The present order allows 0.5 percent shrinkage in Class II milk at the transferor plant on skim milk and butterfat in bulk tank lots transferred to another plant. Handlers proposed that the maximum 2 percent allowance in Class III be applied at the transferor plant on transfers of bulk fluid milk products other than whole milk. On bulk transfers of fluid whole milk between plants they would retain the 0.5 percent surplus class shrinkage allowance in the first plant and 1.5 percent allowance in the transferee plant.

While handlers stated that they were able to operate within the 0.5 shrinkage allowance (in the first plant) on transfers of whole milk to other plants, such allowance is not adequate to cover the original separation of cream and skim milk in the transferor pool plant. Thus, excess losses of butterfat and skim result in most months in transferor plants, with Class I classification of the excess amounts.

Normally, a greater shrinkage is experienced in processing than in the receiving operation. The division of shrinkage allowance between plants recognizes the separate receiving and processing functions and gives only a minor portion of the shrinkage allowance to the plant where the milk is received and, without processing, is shipped to other plants. The larger portion of the allowance accrues to the plant where the milk is processed.

An exception to the division of shrinkage should be made when the handler receives and separates the milk in the first plant and transfers the resulting cream or skim milk to other plants. In this case, the handler operating the transferor plant should receive the full 2 percent shrinkage allowance in Class III because the principal processing function, as well as receiving, has been performed at that plant.

d. *Other source milk definition and accounting for reconstituted and fortified products—Kansas City order.* The other source milk definition in the Greater Kansas City order should include the skim milk and butterfat in any disappearance of products other than fluid milk products not otherwise accounted for.

Concerning nonfluid milk products, the other source milk definition in the present order includes only those nonfluid milk products which are reprocessed or converted to another product in the plant

during the month. Handlers are not specifically required to account for such products (other than fluid milk products) which have disappeared but are not shown to have been reprocessed or used in the manufacture of other products during the month. Proper administration of the order requires that handlers account for the disappearance of all manufactured products since such products may be used as or in a fluid milk product during the month.

By revising the other source milk definition in the manner proposed, the disappearance of manufactured dairy products will be included in the total to be accounted for, in the same manner as fluid milk products and manufactured products which are reprocessed in the plant.

It is necessary that the market administrator reconcile records of all receipts of milk and milk products with the disposition records to verify the producer milk utilization by a handler. If records cannot be reconciled, the handler must be held accountable for any shrinkage or overage which occurs as a result of the discrepancy in records of receipts and disposition.

The above procedure of accounting, in conjunction with the classified use plan of the order, will insure that all milk and milk products are fully accounted for by the handler who is responsible for accounting and reporting to the market administrator and for making payments to producers for producer milk.

Both producer groups and handlers supported the proposed change in the other source milk definition and the classification and accounting for reconstituted and fortified fluid milk products on the basis herein set forth. There was no opposition to the proposals.

Under present order provisions, the products included in Class I are accounted for on the weight of the product disposed of. Each concentrated fluid milk product disposed of is converted to a weight based on the volume of the finished product. Under the revised system of accounting, skim milk in other source milk in the form of manufactured dairy products used to produce other milk products would be accounted for at its fluid skim milk equivalent weight. As a conforming change the fluid skim milk equivalent of nonfat solids used to fortify fluid milk products should be classified in Class III.

An economic incentive exists for handlers to substitute, where possible, reconstituted fluid milk products for fluid milk processed from current producer milk receipts. The reconstituted product represents water added to a manufactured dairy product.

Since it replaces an equivalent amount of producer milk in a fluid milk product, the accounting procedure to be followed for reconstituted fluid milk products should be based on the pounds of milk or skim milk used to produce the manufactured dairy product.

The same economic incentive to handlers is not present when nonfat dry milk or condensed skim milk is used to fortify a fluid milk product. Handlers use nonfat milk solids in fortified prod-

ucts in response to the specific demands of consumers. Such products are distinguished from reconstituted products in that the resulting increased volume of fluid milk products is not due to the addition of water.

For reasons stated above, it is neither necessary nor appropriate to require handlers to pay for the fluid equivalent of nonfat solids used to fortify fluid products at the Class I price. Nevertheless, it is practical and administratively necessary to apply skim milk equivalent accounting in the case of all products made by a handler. These conclusions may be reconciled by providing that fortified fluid milk products be classified as Class I only to the extent of the weight of an unmodified fluid milk product of the same nature and butterfat content.

e. Bulk sales to food manufacturers—St. Joseph order. The St. Joseph order should be amended to classify as Class III, skim milk and butterfat disposed of in bulk to and used at commercial food establishments in the manufacture of processed foods for consumption off the premises.

The present order provides such classification for skim milk and butterfat used for starter churning, wholesale baking and candy making purposes.

A St. Joseph handler disposes of milk and cream to a commercial food establishment where it is used in processed foods and cream dressings. Such milk and cream have been used for gravy in cans and cream dressing for scalloped potatoes. Such use is not as a fluid milk product and is made for disposition in processed foods for sale off the premises of the commercial food establishment. This use is equivalent to the use of milk and cream in baking and candy manufacture for which the order presently provides a surplus use classification.

f. Milk products dumped—Kansas City and St. Joseph orders. The new Class III classification under the Greater Kansas City order should include skim milk and butterfat in fluid milk products that are dumped.

The present Kansas City order classifies as Class II milk only the skim milk portion of fluid milk products dumped, if the market administrator has been notified in advance of the contemplated dumping action and afforded an opportunity to verify it.

Handlers proposed that the order permit butterfat in fluid milk products dumped to be classified in the lower-priced classification. It was also proposed that this classification apply to any waste product resulting from broken containers, in addition to the maximum shrinkage of 2.0 percent presently allowed in Class II.

Butterfat in fluid milk products dumped should be Class III milk. It is difficult or impractical to salvage, for another use, butterfat in route returns of certain fluid milk products (e.g., homogenized milk and milk products or flavored milk). Most of the regulated plants have no facilities for the further processing of route returns into manufactured products. Also, it is impractical in many cases to assemble small quantities of route returns and other fluid milk prod-

ucts in the plant for disposal as livestock feed (for which surplus classification is allowed).

Class III classification also should be allowed under the Kansas City and St. Joseph orders for skim milk and butterfat in cottage cheese or cottage cheese curd that is dumped. It is difficult to find an outlet for route returns of such products and dumping is often the only practicable means of disposing of them.

The classification as Class III of the skim milk and butterfat in fluid milk products, cottage cheese and cottage cheese curd dumped should be allowed only if the market administrator receives advance notification and is afforded an opportunity to verify the dumping action.

The proposal to classify as Class III milk any "waste" or "dumped" milk or milk product resulting from broken containers either on routes or in a plant cooler that is in excess of the quantities classified in Class III under the shrinkage allowance and dumping provision should not be adopted.

"Waste" or "dumped product" as it was described is the normal loss of product for which the maximum 2 percent shrinkage allowance is provided in the lowest-priced class use. Plants which are operated in a reasonably efficient manner and for which accurate records of receipts and utilization are maintained should not have plant losses in excess of the present maximum provided. Any loss in excess of this maximum should be classified as Class I milk. This is reasonable and necessary to strengthen the classified pricing plan and will tend to encourage maintenance of adequate records and efficient milk handling.

g. Verification of production records—Kansas City order. A handler proposed that a definition of "used to produce" be incorporated in the order to mean the skim milk and butterfat used in processing or manufacturing any product other than a fluid milk product. The problem described is one in which the market administrator requires disposition reports and records to be made available as a part of the verification program on the skim milk and butterfat used to produce manufactured dairy products. Restricting the verification program so that disposition and inventory records could not be used in verifying the quantity of skim milk and butterfat reported as used to produce a product would not contribute to the effective operation of the order in obtaining complete accounting and classification of all receipts by handlers. The proposed definition of "used to produce" should not be adopted.

4. Transfers or diversions to nonpool plants—Kansas City order. The distance limitation on movements of milk, skim milk or cream from pool plants to nonpool plants for surplus use and the pricing of producer milk diverted to nonpool plants should be revised.

A proposal was made to expand the area in which milk, skim milk or cream transferred or diverted to nonpool plants may be classified as Class II or Class III milk to 400 miles from the market.

The present order, under specified conditions, permits classification in the surplus class for milk, skim milk or cream transferred or diverted to nonpool plants within 200 miles of the nearest of the City Halls of Kansas City, Mo., Manhattan or Emporia, Kans. The 200-mile limit was adequate to accommodate diversion of milk to manufacturing uses prior to the advent of long distance milk movements into this market.

The area to which transfers or diversions of bulk milk, skim milk or cream from pool plants to nonpool plants may be classified as Class II or Class III milk should be expanded to include all territory within 400 miles by the shortest highway distance, as determined by the market administrator, of the nearer of the City Halls of Kansas City, Mo., or Topeka, Kans. Producer milk diverted to a nonpool plant should be deemed to be received at the nonpool plant for the purpose of location adjustments to the Class I and uniform prices if it is received at a nonpool plant located 125 miles or more by the shortest highway distance as determined by the market administrator from the nearer of the City Halls of Kansas City, Mo., or Topeka, Kans.

A producer association supplying a Kansas City pool plant with milk from its members' farms located in northern Iowa and Minnesota proposed extension of the mileage limitation on diverted milk. This association operates a nonpool plant in Sibley, Iowa, that manufactures dairy products. The plant represents a desirable outlet for surplus milk of these producers when it is not needed for the fluid market. However, under the present order, producer milk diverted to this plant must be classified and priced as Class I although used in manufactured dairy products. The plant is approximately 375 miles from Kansas City.

The diversion privilege is intended to obtain efficiency in the marketing of milk not needed at pool plants for fluid uses. Instead of being physically received at the pool plant and then transferred to the nonpool plant, excess milk may be hauled directly from the farms to a nonpool plant without losing its pooling status under the order.

When milk is not needed in the market for Class I purposes, its movement to a nonpool plant for manufacturing purposes should be facilitated. Expansion of the area in which surplus milk may be disposed of and classified in the reserve class will permit greater flexibility in disposing of reserve supplies of milk to manufacturing outlets and will contribute to orderly marketing of milk in the Kansas City market. The larger area provided is adequate to dispose of supplies not needed by handlers for Class I purposes in the marketing area.

Diverted milk is deemed to be received at the plant from which it is diverted. However, milk diverted to a nonpool plant 125 miles or more from the nearer of the City Halls of Kansas City, Mo., or Topeka, Kans., should be deemed to be received at the plant location to which it is diverted for the purpose of location adjustments to the Class I and uniform prices. For the purpose of report-

ing and determining pool plant status, such milk should continue to be regarded as received at the pool plant from which diverted.

Pricing of diverted milk at the non-pool plant, if diverted to a nonpool plant 125 miles or more from Kansas City, Mo., or Topeka, Kans., will maintain pricing in accordance with the location of the milk with respect to the market. Substantial savings in hauling cost result from diverting milk from farms more than 125 miles from the market to non-pool plants near such farms. In the case of milk diverted to the nonpool plant located 375 miles from the market, the saving in hauling cost was about 55 cents per hundredweight. If milk diverted to this plant were priced as if received at the distributing plant where it is normally received, producers would be receiving a substantial premium over other producers in the form of a hauling cost which they did not incur.

The 125-mile radius within which milk should continue to be priced according to the location of the plant from which diverted encompasses that part of the Greater Kansas City milkshed within which there is little or no saving in hauling cost when milk is diverted to nonpool plants. In some cases, as in diversions to Chillicothe and Eldorado Springs, Mo., and Ottawa, Kans., milk is often hauled a greater distance when it is diverted to nonpool plants than when it is delivered from the same farms to pool plants. This is because there is the greatest concentration of milk production for the market in the counties in or adjacent to the marketing area.

5. *Pool plant requirements—St. Joseph milk order.* The requirements for distributing plants to establish and maintain pool status under the St. Joseph milk order should be revised. The percentages of receipts from dairy farmers and cooperative associations which must be disposed of as Class I milk should be 35 percent during January, February, July, and August and 25 percent in March, April, May, and June. Such percentages now are 45 percent and 35 percent.

This change in pooling requirements was supported at the hearing by representatives of two cooperative associations whose members constitute all the producers on the market. There was no opposition to the proposed change.

A plant operated by a cooperative association which has qualified as a pool distributing plant since the inception of the order also serves as a supply plant for other distributing plants in the St. Joseph market. During 1964 a handler with plants under both the St. Joseph and Kansas City orders closed his plant in St. Joseph and now processes all milk in his Kansas City plant. With the closing of the St. Joseph plant the cooperative plant lost Class I sales of nearly nine million pounds per year. The cooperative has also recently lost to an unregulated plant a contract for large quantities of packaged Class I sales. This reduction in Class I sales makes it probable that the plant would lose its pool status under the present percentage requirements.

Since the plant does provide the Class I reserve supply for the market, to the extent that a reserve is needed, the producers supplying this plant should be permitted to share in the pool fund. The revised pooling standards will permit the plant to maintain its pool status. According to witnesses who testified, there is no other plant which this revision is likely to affect.

Official notice is taken of a suspension order issued December 17, 1964, which modified the pooling standards under emergency authority for the months of January and February 1965.

6. *Handler exemption—St. Joseph order.* No action should be taken at this time on a proposal to exempt a handler operating a plant from which less than a daily average of 600 pounds of Class I milk is distributed on routes in the St. Joseph marketing area during the month. The proponent handler did not appear at the November 4 hearing. A representative of the handler appeared at the December 3 hearing but indicated he was not prepared to submit evidence on the proposal at that time since his witness was unable to reach the hearing due to adverse weather conditions. He indicated he would resubmit the proposal for another hearing.

7. *Miscellaneous—a. Reports to cooperatives—Kansas City order.* Producer associations proposed that the market administrator report to each cooperative association, upon request, the utilization by each handler of member milk of the association.

The present order provides for reports to each cooperative association of the amount and utilization of milk received by each handler from producers who are members of such cooperative. The milk received is prorated to classes in the ratio that total receipts by a handler of milk from producers were used in each class.

Providing that the market administrator report to cooperatives complete information on utilization of milk which the cooperative association handler transfers to pool plants of other handlers, as well as the utilization of receipts by the pool plant operator directly from producer members, will assist in the efficient marketing of milk supplies. For the purpose of this report, the utilization of such receipts of milk by each handler should be prorated to each class in the same ratio as remaining milk is allocated to classes after allocation pursuant to § 1064.46(a)(8) and the corresponding step of § 1064.46(b) of the order.

The proposed revision will assist cooperative associations in shifting milk to handlers who require milk for the higher utilizations and will contribute to the efficient marketing of the supply of milk available to the market.

b. *Separate reports for each pool plant—Kansas City order.* Separate reports for each pool plant operated by a handler under the Greater Kansas City order should continue to be required.

A handler proposed that the handler definition be amended to permit a handler to file a combined report of receipts and utilization each month for all his

pool plants. It was not indicated what purpose would be served by the proposed amendment. The handler stated that a shifting of certain operations between his two pool plants is being made and that combined reports for the two plants should be allowed in case it proved to be advantageous.

The present order requires separate reports of receipts and utilization for each pool plant although the allocation of certain receipts are on a handler basis instead of a separate plant basis. The order also provides that the combined receipts and disposition of a multiple plant operation shall be used to determine the qualification of such plants as pool plants.

The present individual plant reporting basis provides the market administrator with a report of shrinkage and overage at each plant. Continuance of this system of reporting is preferable to a combined report which would tend to obscure the individual performance of each plant with respect to shrinkage and overage.

c. *Basic formula price—St. Joseph order.* The basic formula price provision of the St. Joseph order should be replaced with the basic formula price now in the Greater Kansas City order. This is a conforming change that will permit the St. Joseph order Class II price to be based directly on the basic formula price, which is the average price paid for manufacturing grade milk at certain Minnesota and Wisconsin plants. The present basic formula price provision of the order is not used in establishing class prices under the St. Joseph order.

d. *Class I price announcement date—Kansas City order.* The minimum price for Class I milk and the Class I butterfat differential, presently announced on or before the 12th day of each month, should be revised to be announced on or before the 5th day of each month. This is the same date provided for announcement of the St. Joseph order Class I price which is tied directly to the Greater Kansas City order Class I price. This revision will assist in obtaining uniformity in price announcement dates under both orders at the earliest date on which such information is available.

e. *Obligations of partially regulated handler—both orders.* No evidence was given on a proposal in the hearing notice to change the obligations of a handler operating a partially regulated distributing plant. Accordingly, no action is taken on the proposal in this decision.

Rulings on proposed findings and conclusions. Briefs and proposed findings and conclusions were filed on behalf of certain interested parties. These briefs, proposed findings and conclusions and the evidence in the records were considered in making the findings and conclusions set forth above. To the extent that the suggested findings and conclusions filed by interested parties are inconsistent with the findings and conclusions set forth herein, the requests to make such findings or reach such conclusions are denied for the reasons previously stated in this decision.

General findings. The findings and determinations hereinafter set forth are supplementary and in addition to the

findings and determinations previously made in connection with the issuance of the aforesaid orders and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) The tentative marketing agreements and the orders, as hereby proposed to be amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the respective marketing areas, and the minimum prices specified in the proposed marketing agreements and the orders, as hereby proposed to be amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreements and the orders, as hereby proposed to be amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, marketing agreements upon which hearings have been held.

Recommended marketing agreement and order amending the order. The following order amending the order as amended regulating the handling of milk in the St. Joseph, Missouri, marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out. The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as hereby proposed to be amended:

1. Section 1061.12(a) (2) (ii) and (iii) is revised to read as follows:

§ 1061.12 Pool plant.

- (a) * * *

(i) January, February, July and August, 35 percent;

(ii) March through June, 25 percent.

2. Section 1061.16(b) is revised to read as follows:

§ 1061.16 Other source milk.

(b) Products (other than fluid milk products, cottage cheese and cottage cheese curd) from any source (including those produced at the plant) that are reprocessed, converted into or combined with another product in the plant during the month, and any disappearance of products other than fluid milk products not otherwise accounted for.

3. Section 1061.22 (j) (1) and (l) is revised to read as follows:

§ 1061.22 Duties.

(j) * * *

(1) On or before the 5th day of each month, the minimum price for Class I milk pursuant to § 1061.51(a) and the Class I butterfat differential pursuant to § 1061.52(a), both for the current month; and on or before the 5th day of each month, the minimum prices for Class II milk pursuant to § 1061.51(b) and Class III milk pursuant to § 1061.51(c) and the Class II butterfat differential pursuant to § 1061.52(b) and the Class III butterfat differential pursuant to § 1061.52(c), all for the month immediately preceding; and

(l) Whenever required for the purpose of allocating receipts from other order plants pursuant to § 1061.46(a) (8) and the corresponding step of § 1061.46(b), the market administrator shall estimate and publicly announce the combined utilization (to the nearest whole percentage) in Class II and Class III during the month of skim milk and butterfat, respectively, in producer milk of all handlers. Such estimate shall be based upon the most current available data and shall be final for such purpose;

4. Section 1061.41 is revised to read as follows:

§ 1061.41 Classes of utilization.

Subject to the conditions set forth in §§ 1061.43 and 1061.44, the classes of utilization shall be as follows:

(a) Class I milk shall be all skim milk and butterfat:

(1) Disposed of in the form of fluid milk products except:

(i) Fluid milk products classified as Class III pursuant to paragraph (c) (2), (3) and (4) of this section; and

(ii) Fluid milk products which are fortified with nonfat milk solids shall be Class I in an amount equal only to the weight of an equal volume of an unfortified product of the same butterfat content; and

(2) Not specifically accounted for as Class II or Class III utilization.

(b) Class II milk shall be all skim milk and butterfat used to produce or added to cottage cheese and cottage cheese curd except cottage cheese and cottage cheese curd disposed of as livestock feed or dumped after prior notification to and opportunity for verification by the market administrator.

(c) Class III milk shall be all skim milk and butterfat:

(1) Used to produce:

(i) Any product other than those products designated as Class I or Class II pursuant to paragraphs (a) and (b) of this section; and

(ii) Cottage cheese and cottage cheese curd which is disposed of as livestock feed or dumped after prior notification to and opportunity for verification by the market administrator;

(2) Disposed of and used for starter churning; delivered in bulk to and used at commercial food establishments in the manufacture of processed foods for consumption off the premises, bakery products or candy; or disposed of as livestock feed;

(3) In skim milk dumped after prior notification to and opportunity for verification by the market administrator;

(4) In the weight of skim milk in fortified fluid milk products which is not classified as Class I pursuant to subparagraph (a) (1) of this section;

(5) In inventory of fluid milk products on hand at the end of the month;

(6) In actual shrinkage allocated pursuant to § 1061.42(b) (1) but not in excess of:

(i) Two percent of milk received at a pool plant directly from producers; plus

(ii) Two percent of milk received from a cooperative association handler pursuant to § 1061.8(c). If the handler operating the pool plant files with the market administrator notice that he is purchasing such milk on the basis of farm weights determined by farm bulk tank calibrations; plus

(iii) One and one-half percent of milk received in bulk from pool plants of other handlers or received from cooperative associations pursuant to § 1061.8(c) unless two percent shrinkage is assigned pursuant to subdivision (ii) of this subparagraph; plus

(iv) One and one-half percent of receipts of fluid milk products in bulk from an other order plant, exclusive of the quantity for which Class II or Class III utilization was requested by the operators of both plants; plus

(v) One and one-half percent of receipts of fluid milk products in bulk from unregulated supply plants, exclusive of the quantity for which Class II or Class III utilization was requested by the handler; less

(vi) One and one-half percent of milk disposed of in bulk to other plants; and less

(vii) One and one-half percent of milk disposed of to plants by a cooperative association handler pursuant to § 1061.8(c) unless two percent shrinkage is assigned pursuant to subdivision (ii) of this subparagraph; and

(7) In shrinkage allocated to other source milk pursuant to § 1061.42(b) (2).

5. Section 1061.42(b) is revised to read as follows:

§ 1061.42 Shrinkage.

(b) Prorate the resulting amounts between:

(1) The maximum pounds of skim milk and butterfat pursuant to § 1061.41(c) (6) divided by 0.02; and

(2) The pounds of skim milk and butterfat in other source milk received in the form of bulk fluid milk products, exclusive of that specified in § 1061.41(c) (6).

6. In § 1061.44(a) (1), the provision "either class" is revised to read "any class" and paragraphs (c) (3) (iv), and (e) (2), (3) and (5) are revised to read as follows:

§ 1061.44 Transfers.

- (c) * * *

(iv) To the extent that Class I utilization is not so assigned to it, the skim milk and butterfat so transferred shall be

classified as Class II milk to the extent such utilization is available, and then to Class III milk.

- (d) * * *
- (e) * * *

(2) If transferred in bulk form, classification shall be in Class I if allocated as a fluid milk product to Class I under the other order, in Class II if allocated to Class II under an order that provides three classes and in Class III if allocated to Class III under the other order or if allocated to Class II under an order that provides only two classes (including allocation under the conditions set forth in subparagraph (3) of this paragraph);

(3) If the operators of both the transferor and transferee plants so request in the reports of receipts and utilization filed with their respective market administrators, transfers in bulk form shall be classified as Class II or Class III to the extent of the Class II or Class III utilization (or comparable utilization under such other order) available for such assignment pursuant to the allocation provisions of the transferee order;

- (4) * * *

(5) For purposes of this paragraph, if the transferee order provides for only two classes of utilization, milk allocated to a class consisting primarily of fluid milk products shall be classified as Class I and milk allocated to the other class shall be classified as Class III; and

7. Section 1061.45 is revised to read as follows:

§ 1061.45 Computation of skim milk and butterfat in each class.

For each month the market administrator shall correct mathematical and other obvious errors in the report of receipts and utilization submitted by each handler and shall compute the total pounds of skim milk and butterfat, respectively, in each class for such handler.

8. Section 1061.46 is revised to read as follows:

§ 1061.46 Allocation of skim milk and butterfat classified.

After making the computations pursuant to § 1061.45, the market administrator shall determine the classification of producer milk for each handler as follows:

(a) Skim milk shall be allocated in the following manner:

(1) Subtract from the total pounds of skim milk in Class III, the pounds of skim milk classified as Class III pursuant to § 1061.41(c) (6);

(2) Subtract from the remaining pounds of skim milk in each class, the pounds of skim milk in fluid milk products received in packaged form from other order plants as follows:

(i) From Class III milk, the lesser of the pounds remaining or two percent of such receipts; and

(ii) From Class I milk, the remainder of such receipts;

(3) Subtract, in the order specified below, from the pounds of skim milk remaining in each class, in series beginning with Class III milk, the pounds of skim milk in each of the following:

(i) Other source milk in a form other than that of a fluid milk product;

(ii) Receipts of fluid milk products for which Grade A certification is not established, or which are from unidentified sources; and

(iii) Receipts of fluid milk products from a producer-handler, as defined under this or any other Federal order;

(4) Subtract, in the order specified below, from the pounds of skim milk remaining in Class II milk or Class III milk, but not in excess of such quantity, the pounds of skim milk in each of the following:

(i) Receipts of fluid milk products from an unregulated supply plant:

(a) For which the handler requests Class II or Class III in series beginning with the requested class; or

(b) In series beginning with Class III, which are in excess of the pounds of skim milk determined by subtracting from 125 percent of the pounds of skim milk remaining in Class I milk, the sum of the pounds of skim milk in producer milk, receipts from other pool plants, from cooperative handlers pursuant to § 1061.8 (c), and receipts in bulk from other order plants;

(ii) Receipts of fluid milk products in bulk from an other order plant in excess of similar transfers to such plant, if Class II or Class III was requested by the operators of both plants in series beginning with the requested class;

(5) Subtract from the pounds of skim milk remaining in each class, in series beginning with Class III milk, the pounds of skim milk in inventory of fluid milk products at the beginning of the month;

(6) Add to the remaining pounds of skim milk in Class III milk, the pounds subtracted pursuant to subparagraph (1) of this paragraph;

(7) Subtract from the pounds of skim milk remaining in each class, pro rata to such quantities, the pounds of skim milk in receipts of fluid milk products from unregulated supply plants which were not subtracted pursuant to subparagraph (4) (i) of this paragraph;

(8) Subtract from the pounds of skim milk remaining in each class, in the following order, the pounds of skim milk in receipts of fluid milk products in bulk from an other order plant(s), in excess in each case of similar transfers to the same plant, which were not subtracted pursuant to subparagraph (4) (ii) of this paragraph:

(i) In series beginning with Class III, the pounds determined by multiplying the pounds of such receipts by the larger of the percentage of estimated combined Class II and Class III utilization of skim milk announced for the month by the market administrator pursuant to § 1061.22(1) or the percentage that combined Class II and Class III utilization remaining is of the total remaining utilization of the handler; and

(ii) From Class I, the remaining pounds of such receipts;

(9) Subtract from the pounds of skim milk remaining in each class, the pounds of skim milk received in fluid milk products from other handlers according to the classification assigned pursuant to § 1061.44(a);

(10) Subtract pro rata from the pounds of skim milk remaining in each class, the pounds of skim milk to be classified pursuant to § 1061.44(d); and

(11) If the pounds of skim milk remaining exceed the pounds of skim milk in producer milk, subtract such excess from the pounds of skim milk remaining in each class in series beginning with Class III. Any amount so subtracted shall be known as "overage";

(b) Butterfat shall be allocated in accordance with the procedure outlined for skim milk in paragraph (a) of this section; and

(c) Combine the amounts of skim milk and butterfat determined pursuant to paragraphs (a) and (b) of this section into one total for each class and determine the weighted average butterfat content of producer milk in each class.

9. Section 1061.50 is revised to read as follows:

§ 1061.50 Basic formula price.

The basic formula price shall be the average price per hundredweight for manufacturing grade milk, f.o.b. plants in Wisconsin and Minnesota, as reported by the Department for the month. Such price shall be adjusted to a 3.5 percent butterfat basis by a butterfat differential rounded to the nearest one-tenth cent computed at 0.12 times the simple average of the daily wholesale selling prices (using the midpoint of any price range as one price) of Grade A (92-score) bulk creamery butter per pound at Chicago, as reported by the Department for the month. The basic formula price shall be rounded to the nearest full cent.

10. In § 1061.51, paragraph (b) is redesignated paragraph (c), a new paragraph (b) is added and the introductory text of the redesignated paragraph (c) is revised to read as follows:

§ 1061.51 Class prices.

(b) *Class II milk.* The Class II milk price shall be the basic formula price for the month; and

(c) *Class III milk.* The Class III milk price shall be the higher of:

11. Section 1061.52 (a) and (b) is revised and a new paragraph (c) is added to read as follows:

§ 1061.52 Butterfat differentials to handlers.

(a) For Class I milk, multiply the butter price specified in § 1061.50 by 1.2, divide the result by 10, and round to the nearest one-tenth cent.

(b) For Class II milk, multiply the butter price specified in § 1061.50 by 1.15, divide the result by 10, and round to the nearest one-tenth cent.

(c) For Class III milk, multiply the butter price specified in § 1061.50 by 1.15, divide the result by 10, and round to the nearest one-tenth cent.

12. In § 1061.61, paragraphs (a) (1) (i) and (b) (4) are revised to read as follows:

§ 1061.61 Obligations of handler operating a partially regulated distributing plant.

(a) * * *

(1) (i) The obligation that would have been computed pursuant to § 1061.70 shall be determined as though such plant were a pool plant. For purposes of such computation, receipts at such nonpool plant from a pool plant or an other order plant shall be assigned to the utilization at which classified at the pool plant or other order plant and transfers from such nonpool plant to a pool plant or an other order plant shall be classified as Class II or Class III milk if allocated to such class at the pool plant or other order plant and be valued at the uniform price of the respective order if so allocated to Class I milk. There shall be included in the obligation so computed a charge in the amount specified in § 1061.70(e) and a credit in the amount specified in § 1061.82(b)(2) with respect to receipts from an unregulated supply plant, unless an obligation with respect to such plant is computed as specified below in this subparagraph.

(b) * * *

(4) From the value of such milk at the Class I price applicable at the location of the nonpool plant, subtract its value at the uniform price applicable at such location (not to be less than the Class III price).

13. In § 1061.70, paragraphs (c) and (d) are revised to read as follows:

§ 1061.70 Computation of the net pool obligation of each pool handler.

(c) Add the amount obtained by multiplying the difference between the Class III price for the preceding month and:

(1) The Class I price for the current month by the hundredweight of skim milk and butterfat subtracted from Class I pursuant to § 1061.46(a)(5) and the corresponding step of § 1061.46(b); and

(2) The Class II price for the current month by the hundredweight of skim milk and butterfat subtracted from Class II pursuant to § 1061.46(a)(5) and the corresponding step of § 1061.46(b);

(d) Add an amount equal to the difference between the value at the Class I price applicable at the pool plant and the value at the Class III price, with respect to skim milk and butterfat in other source milk subtracted from Class I pursuant to § 1061.46(a)(3) and the corresponding step of § 1061.46(b); and

14. In § 1061.82, paragraph (b)(2) is revised to read as follows:

§ 1061.82 Payments to the producer-settlement fund.

(b) * * *

(2) The value at the uniform price(s) applicable at the location of the plant(s) from which received (not to be less than the Class III price) with respect to other source milk for which a value is computed pursuant to § 1061.70(e).

Recommended marketing agreement and order amending the order. The following order amending the order as amended regulating the handling of milk in the Greater Kansas City marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out. The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as hereby proposed to be amended:

1. Section 1064.6 is revised to read as follows:

§ 1064.6 Greater Kansas City marketing area.

"Greater Kansas City marketing area" hereinafter called the "marketing area" means all the territory within the boundaries of the places listed below, including territory within such boundaries occupied by Government (municipal, State or Federal) reservations, installations, institutions or other similar establishments:

MISSOURI COUNTIES

Bates.	Johnson.
Cass.	Lafayette.
Henry.	Pettis.
Jackson.	St. Clair.

and that portion (excluding Platte City) of Platte and Clay Counties south of a line extending eastwardly from the Missouri River along State Highway 92 to U.S. Highway 69, thence north to the north section line of section 26 in Washington Township in Clay County, thence east along the north section lines of sections 26 and 25 in Washington Township to the boundaries of Clay and Ray Counties.

KANSAS COUNTIES

Douglas.	Miami.
Geary.	Morris.
Johnson.	Riley.
Leavenworth.	Shawnee.
Lyon.	Wyandotte.

2. Section 1064.7 is revised to read as follows:

§ 1064.7 Producer.

"Producer" means any person, other than a producer-handler as defined in any order (including this part) issued pursuant to the Act who:

(a) Produces milk acceptable to U.S. Government agencies for fluid consumption in its institutions or bases which is received at a pool plant supplying Class I milk to such an institution or base in the marketing area; or

(b) Produces milk under a dairy farm permit or rating issued by a duly constituted health authority for the production of milk to be used for consumption as Grade A milk in the marketing area which:

(1) Is received at a pool plant; or

(2) Is caused to be diverted during any of the months of January through August or to the extent of not more than 16 days' production during the months of September through December, from a pool plant to a nonpool plant by a handler or cooperative association for the account of such handler or cooperative association; or

(3) Milk diverted pursuant to subparagraph (2) of this paragraph shall be considered as having been received at the plant from which it is diverted unless it is diverted to a nonpool plant located more than 125 miles by the shortest highway distance as determined by the market administrator from the nearer of the City Halls in Kansas City, Missouri, or Topeka, Kansas, in which case it shall be considered as having been received at the nonpool plant location in applying §§ 1064.53 and 1064.81.

3. Section 1064.14 is revised to read as follows:

§ 1064.14 Other source milk.

"Other source milk" means all skim milk and butterfat in:

(a) Receipts during the delivery period of fluid milk products except:

(1) Fluid milk products received from other pool plants and from handlers pursuant to § 1064.11 (c) and (d);

(2) Sterilized cream received and disposed of in the same hermetically sealed container; or

(3) Producer milk; and

(b) Products (other than fluid milk products, cottage cheese and cottage cheese curd) from any source (including those produced at the plant) that are reprocessed, converted into or combined with another product in the plant during the month, and any disappearance of products other than fluid milk products not otherwise accounted for.

(4) Section 1064.22 (i), (j)(1), and (m) is revised to read as follows:

§ 1064.22 Duties.

(i) On or before the 14th day after the end of each delivery period, report to each cooperative association which so requests the amount and class utilization of milk received by each handler from such cooperative association in its capacity as a handler pursuant to § 1064.11 (c) or (d) and directly from members of such cooperative association. For the purpose of this report, the milk so received shall be prorated to each class in proportion to the utilization by such handler in each class remaining after the allocation pursuant to § 1064.46 (a) (1) through (8) and the corresponding steps of § 1064.46(b);

(j) * * *

(1) On or before the 5th day of each month, the minimum price for Class I milk pursuant to § 1064.51(a) and the Class I butterfat differential pursuant to § 1064.52(a), both for the current delivery period; and on or before the 5th day of each month the minimum prices for Class II milk pursuant to § 1064.51(b) and Class III milk pursuant to § 1064.51 (c) and the Class II butterfat differential pursuant to § 1064.52(b) and the Class III butterfat differential pursuant to § 1064.52(c), all for the delivery period immediately preceding; and

(m) Whenever required for the purpose of allocating receipts from other order plants pursuant to § 1064.46(a)(8) and the corresponding step of § 1064.46

(b), the market administrator shall estimate and publicly announce the combined utilization (to the nearest whole percentage) in Class II and Class III during the month of skim milk and butterfat, respectively, in producer milk of all handlers. Such estimate shall be based upon the most current available data and shall be final for such purpose;

5. Section 1064.40 is revised to read as follows:

§ 1064.40 Skim milk and butterfat to be classified.

(a) All skim milk and butterfat received within the delivery period by a handler that is required to be reported pursuant to § 1064.30 shall be classified by the market administrator pursuant to the provisions of §§ 1064.41 through 1064.46; and

(b) If any water contained in the milk from which a product is made is removed before the product is utilized or disposed of by the handler, the pounds of skim milk utilized or disposed of in such product shall be considered to be a quantity equivalent to the nonfat milk solids contained in such product plus all the water originally associated with such solids.

6. Section 1064.41 is revised to read as follows:

§ 1064.41 Classes of utilization.

Subject to the conditions set forth in §§ 1064.43 and 1064.44, the classes of utilization shall be as follows:

(a) *Class I milk.* Class I milk shall be all skim milk and butterfat:

(1) Disposed of in the form of a fluid milk product except:

(i) Fluid milk products classified as Class III pursuant to paragraph (c) (2), (3), (4) and (5) of this section;

(ii) Fluid milk products which are fortified with nonfat milk solids shall be Class I in an amount equal only to the weight of an equal volume of an unfortified product of the same butterfat content; and

(iii) Sterilized cream disposed of in the same hermetically sealed container in which received; and

(2) Not accounted for as Class II or Class III milk.

(b) *Class II milk.* Class II milk shall be all skim milk and butterfat used to produce or added to cottage cheese and cottage cheese curd, except cottage cheese and cottage cheese curd disposed of as livestock feed or dumped after prior notification to and opportunity for verification by the market administrator.

(c) *Class III milk.* Class III milk shall be:

(1) Skim milk and butterfat used to produce:

(i) Any product other than those products designated as Class I or Class II pursuant to paragraphs (a) and (b) of this section; and

(ii) Cottage cheese and cottage cheese curd which is disposed of as livestock feed or dumped after prior notification to and opportunity for verification by the market administrator;

(2) Skim milk and butterfat used for starter churning, wholesale baking and candy making purposes;

(3) Skim milk and butterfat in fluid milk products disposed of for livestock feed;

(4) Skim milk and butterfat dumped after prior notification to and opportunity for verification by the market administrator;

(5) The weight of skim milk in fortified fluid milk products which is not classified as Class I pursuant to subparagraph (a) (1) of this section;

(6) Skim milk and butterfat in inventory of fluid milk products at the end of the month;

(7) Skim milk and butterfat, respectively, in actual shrinkage allocated pursuant to § 1064.42(b) (1) but not in excess of:

(i) Two percent of milk received from producers, including that received by a handler pursuant to § 1064.11(c) or (d) but not including producer milk diverted in cans to a nonpool plant pursuant to § 1064.7;

(ii) Plus 1.5 percent of milk received in bulk tank lots from other pool plants;

(iii) Plus 1.5 percent of milk received from a handler pursuant to § 1064.11(c) except that if the handler operating the pool plant files notice with the market administrator that the purchase of such milk is on the basis of farm weights determined by farm bulk tank calibrations, the applicable percentage shall be 2.0 percent;

(iv) Plus 1.5 percent of milk received in bulk tank lots from other order plants, exclusive of the quantity for which Class II or Class III utilization was requested by the operators of both plants;

(v) Plus 1.5 percent of milk received in bulk tank lots from unregulated supply plants, exclusive of the quantity for which Class II or Class III utilization was requested by the handler; and

(vi) Less 1.5 percent of milk in bulk tank lots disposed of from pool plants to other plants; and

(vii) Less 1.5 percent of milk disposed of by a handler pursuant to § 1064.11(c) unless the exception in subdivision (iii) of this subparagraph applies and then the applicable percentage shall be 2.0 percent; and

(8) Skim milk and butterfat in shrinkage allocated pursuant to § 1064.42(b) (2).

7. Section 1064.42(b) is revised to read as follows:

§ 1064.42 Shrinkage.

(b) Prorate the resulting amounts between receipts of skim milk and butterfat in:

(1) The net quantity of producer milk and other milk specified in § 1064.41(c) (7); and

(2) Other source milk exclusive of that specified in § 1064.41(c) (7).

8. Section 1064.44 (c), (d) and (e) is revised to read as follows:

§ 1064.44 Transfers.

(c) As Class I milk, if transferred or diverted in the form of milk, skim milk or cream to a nonpool plant that is neither an other order plant nor a producer-handler plant, located more than 400 miles by the shortest highway distance as determined by the market administrator, from the nearer of the City Halls of Kansas City, Missouri, or Topeka, Kansas, except that cream so transferred may be classified as Class III, subject to such verification of alternate utilization as the market administrator may make, if notice is given to the market administrator prior to shipment and each container is labeled or tagged with a certificate by the transferor that such cream is sold as Grade C cream for manufacturing only;

(d) As Class I milk, if transferred or diverted in the form of bulk milk, skim milk or cream to a nonpool plant that is neither an other order plant nor a producer-handler plant, located not more than 400 miles, by the shortest highway distance as determined by the market administrator, from the nearer of the City Halls of Kansas City, Missouri, or Topeka, Kansas; unless the requirements of subparagraphs (1) and (2) of this paragraph are met, in which case the skim milk and butterfat so transferred or diverted shall be classified in accordance with the assignment resulting from subparagraph (3) of this paragraph:

(1) The transferring or diverting handler claims classification pursuant to the assignment set forth in subparagraph (3) of this paragraph in his report submitted pursuant to § 1064.30 for the month within which such transaction occurred;

(2) The operator of such nonpool plant maintains books and records showing the utilization of all skim milk and butterfat received at such plant which are made available if requested by the market administrator for the purpose of verification; and

(3) The skim milk and butterfat so transferred or diverted shall be classified on the basis of the following assignment of utilization at such nonpool plant in excess of receipts of packaged fluid milk products from all pool plants and other order plants:

(i) Any Class I utilization disposed of on routes in the marketing area shall be first assigned to the skim milk and butterfat in the fluid milk products so transferred or diverted from pool plants, next pro rata to receipts from other order plants and thereafter to receipts from dairy farmers who the market administrator determines constitute regular sources of supply of Grade A milk for such nonpool plant;

(ii) Any Class I utilization disposed of on routes in the marketing area of another order issued pursuant to the Act shall be first assigned to receipts from plants fully regulated by such order, next pro rata to receipts from pool plants and other order plants not regulated by such order and thereafter to receipts from dairy farmers who the market administrator determines con-

stitute regular sources of supply for such nonpool plant;

(iii) Class I utilization in excess of that assigned pursuant to subdivisions (1) and (ii) of this subparagraph shall be assigned first to remaining receipts from dairy farmers who the market administrator determines constitute the regular source of supply for such nonpool plant and Class I utilization in excess of such receipts shall be assigned pro rata to unassigned receipts at such nonpool plant from all pool and other order plants; and

(iv) To the extent that Class I utilization is not so assigned to it, the skim milk and butterfat so transferred or diverted shall be classified as Class II milk to the extent such utilization is available and then to Class III milk; and

(v) If any skim milk or butterfat is transferred or diverted to a second nonpool plant under this paragraph the same conditions of audit, classification and allocation shall apply; and

(e) As follows, if transferred to an other order plant in excess of receipts from such plant in the same category as described in subparagraph (1), (2) or (3) of this paragraph:

(1) If transferred in packaged form, classification shall be in the classes to which allocated as a fluid milk product under the other order;

(2) If transferred in bulk form, classification shall be in Class I if allocated as a fluid milk product to Class I under the other order, in Class II if allocated to Class II under an order that provides three classes and in Class III if allocated to Class III under the other order or if allocated to Class II under an order that provides only two classes (including allocation under the conditions set forth in subparagraph (3) of this paragraph);

(3) If the operators of both the transferor and transferee plants so request in the reports of receipts and utilization filed with their respective market administrators, transfers in bulk form shall be classified as Class II or Class III to the extent of the Class II or Class III utilization (or comparable utilization under such other order) available for such assignment pursuant to the allocation provisions of the transferee order;

(4) If information concerning the classification to which allocated under the other order is not available to the market administrator for the purposes of establishing classification pursuant to this paragraph, classification shall be Class I, subject to adjustment when such information is available;

(5) For purposes of this paragraph, if the transferee order provides for only two classes of utilization, milk allocated to a class consisting primarily of fluid milk products shall be classified as Class I and milk allocated to the other class shall be classified as Class III; and

(6) If the form in which any fluid milk product transferred to an other order plant is not defined as a fluid milk product under such other order, classification shall be in accordance with § 1064.41.

9. Section 1064.45 is revised to read as follows:

§ 1064.45 Computation of skim milk and butterfat in each class.

For each delivery period, the market administrator shall correct mathematical and other obvious errors in the report of receipts and utilization submitted by each handler and shall compute the pounds of skim milk and butterfat, respectively, in each class for such handler.

10. Section 1064.46 is revised to read as follows:

§ 1064.46 Allocation of skim milk and butterfat classified.

After making the computations pursuant to § 1064.45, the market administrator shall determine the classification of producer milk for each handler as follows:

(a) Skim milk shall be allocated in the following manner:

(1) Subtract from the total pounds of skim milk in Class III, the pounds of skim milk classified as Class III pursuant to § 1064.41(c) (7);

(2) Subtract from the remaining pounds of skim milk in each class, the pounds of skim milk in fluid milk products received in packaged form from other order plants as follows:

(i) From Class III milk, the lesser of the pounds remaining or two percent of such receipts; and

(ii) From Class I milk, the remainder of such receipts;

(3) Subtract, in the order specified below, from the pounds of skim milk remaining in each class, in series beginning with Class III milk, the pounds of skim milk in each of the following:

(i) Other source milk in a form other than that of a fluid milk product;

(ii) Receipts of fluid milk products for which Grade A certification is not established, or which are from unidentified sources; and

(iii) Receipts of fluid milk products from a producer-handler, as defined under this or any other Federal order;

(4) Subtract, in the order specified below, from the pounds of skim milk remaining in Class II milk or Class III milk but not in excess of such quantity, the pounds of skim milk in each of the following:

(i) Receipts of fluid milk products from an unregulated supply plant;

(a) For which the handler requests Class II or Class III in series beginning with the requested class; or

(b) In series beginning with Class III, which are in excess of the pounds of skim milk determined by subtracting from 125 percent of the pounds of skim milk remaining in Class I milk, the sum of the pounds of skim milk in producer milk, receipts from other pool plants, from handlers pursuant to § 1064.11 (c) and (d), and receipts in bulk from other order plants; and

(ii) Receipts of fluid milk products in bulk from an other order plant in excess of similar transfers to such plant, if Class II or Class III was requested by the operators of both plants in series beginning with the requested class;

(5) Subtract from the pounds of skim milk remaining in each class, in series beginning with Class III milk, the pounds of

skim milk in inventory of fluid milk products at the beginning of the month;

(6) Add to the remaining pounds of skim milk in Class III milk, the pounds subtracted pursuant to subparagraph (1) of this paragraph;

(7) Subtract from the pounds of skim milk remaining in each class, pro rata to such quantities, the pounds of skim milk in receipts of fluid milk products from unregulated supply plants which were not subtracted pursuant to subparagraph (4) (i) of this paragraph;

(8) Subtract from the pounds of skim milk remaining in each class, in the following order, the pounds of skim milk in receipts of fluid milk products in bulk from an other order plant (s), in excess in each case of similar transfers to the same plant, that were not subtracted pursuant to subparagraph (4) (ii) of this paragraph:

(i) In series beginning with Class III, the pounds determined by multiplying the pounds of such receipts by the larger of the percentage of estimated combined Class II and Class III utilization of skim milk announced for the month by the market administrator pursuant to § 1064.22(m) or the percentage that combined Class II and Class III utilization remaining is of the total remaining utilization of the handler; and

(ii) From Class I, the remaining pounds of such receipts;

(9) Subtract from the pounds of skim milk remaining in each class, the pounds of skim milk received in fluid milk products from other handlers according to the classification assigned pursuant to § 1064.44(a);

(10) If the pounds of skim milk remaining exceed the pounds of skim milk in producer milk, subtract such excess from the pounds of skim milk remaining in each class in series beginning with Class III. Any amount so subtracted shall be known as "overage";

(b) Butterfat shall be allocated in accordance with the procedure outlined for skim milk in paragraph (a) of this section; and

(c) Combine the amounts of skim milk and butterfat determined pursuant to paragraphs (a) and (b) of this section into one total for each class and determine the weighted average butterfat content of producer milk in each class.

11. In § 1064.51, paragraph (b) is redesignated paragraph (c), a new paragraph (b) is added and the introductory text of the redesignated paragraph (c) is revised to read as follows:

§ 1064.51 Class prices.

(b) *Class II milk.* The basic formula price for the delivery period.

(c) *Class III milk.* The higher of:

12. In § 1064.52, a new paragraph (c) is added to read as follows:

§ 1064.52 Butterfat differentials to handlers.

(c) For Class III milk, multiply the butter price specified in § 1064.50 by 1.15, divide the result by 10, and round to the nearest one-tenth of a cent.

13. In § 1064.53, paragraph (a) is revised to read as follows:

§ 1064.53 Location adjustments to handlers.

(a) For milk received from producers at a pool plant located outside Pettis County, Mo., and more than 50 miles but not more than 70 miles by shortest highway distance as measured by the market administrator, from the nearest of the City Halls in Kansas City, Mo., and Lawrence, Topeka, Manhattan, Council Grove, and Emporia, Kans., which is classified as Class I milk or assigned Class I location adjustment credit pursuant to paragraph (b) of this section and for other source milk to which location adjustments are applicable, the price computed pursuant to § 1064.51(a) shall be reduced by 10 cents, and by an additional 1.5 cents for each 10 miles or fraction thereof that such plant is more than 70 miles from such City Hall.

14. In § 1064.61, paragraphs (a) (1) (i) and (b) (4) are revised to read as follows:

§ 1064.61 Obligations of handler operating a partially regulated distributing plant.

(a) * * *

(1) (i) The obligation that would have been computed pursuant to § 1064.70 shall be determined as though such plant were a pool plant. For purposes of such computation, receipts at such nonpool plant from a pool plant or an other order plant shall be assigned to the utilization at which classified at the pool plant or other order plant and transfers from such nonpool plant to a pool plant or an other order plant shall be classified as Class II or Class III milk if allocated to such class at the pool plant or other order plant and be valued at the weighted average price of the respective order if so allocated to Class I milk. There shall be included in the obligation so computed a charge in the amount specified in § 1064.70(e) and a credit in the amount specified in § 1064.84(b) (2) with respect

to receipts from an unregulated supply plant, unless an obligation with respect to such plant is computed as specified below in this subparagraph.

(b) * * *

(4) From the value of such milk at the Class I price applicable at the location of the nonpool plant, subtract its value at the weighted average price applicable at such location (not to be less than the Class III price).

15. In § 1064.70, paragraphs (c) and (d) are revised to read as follows:

§ 1064.70 Computation of the net pool obligation of each pool handler.

(c) Add the amount obtained by multiplying the difference between the Class III price for the preceding month and:

(1) The Class I price for the current month by the hundredweight of skim milk and butterfat subtracted from Class I pursuant to § 1064.46(a) (5) and the corresponding step of § 1064.46(b); and

(2) The Class II price for the current month by the hundredweight of skim milk and butterfat subtracted from Class II pursuant to § 1064.46(a) (5) and the corresponding step of § 1064.46(b);

(d) Add an amount equal to the difference between the value at the Class I price applicable at the pool plant and the value at the Class III price, with respect to skim milk and butterfat in other source milk subtracted from Class I pursuant to § 1064.46(a) (3) and the corresponding step of § 1064.46(b); and

16. In § 1064.72, paragraph (b) is revised to read as follows:

§ 1064.72 Computation of uniform prices for base milk and excess milk.

(b) Compute the total value of excess milk by multiplying the hundredweight of such milk in series beginning with Class III to the extent such utilization is available, but not in excess of the total quantity of Class II and Class III milk

included in these computations by the respective prices for Class II and Class III milk of 3.5 percent butterfat content, multiplying the hundredweight of such milk in excess of the total hundredweight of such Class II and Class III milk by the price for Class I milk of 3.5 percent butterfat content, and adding together the resulting amounts;

(b) * * *

17. In § 1064.80, paragraph (b) is revised to read as follows:

§ 1064.80 Time and method of payment.

(b) On or before the 25th day of each delivery period to each producer (1) from whom payment is not received from the handler by a cooperative association pursuant to paragraph (c) of this section; and (2) who had not discontinued shipping milk to such handler before the 18th day of the delivery period, an advance payment with respect to milk received from such producer during the first 15 days of the delivery period at the approximate value of such milk, not to be less than the Class III price for 3.5 percent milk for the preceding delivery period, without deduction for hauling;

(b) * * *

18. In § 1064.84, paragraph (b) (2) is revised to read as follows:

§ 1064.84 Payments to the producer-settlement fund.

(b) * * *

(2) The value at the weighted average price(s) applicable at the location of the plant(s) from which received (not to be less than the Class III price) with respect to other source milk for which a value is computed pursuant to § 1064.70 (c).

Signed at Washington, D.C., on February 17, 1965.

CLARENCE H. GIRARD,
Deputy Administrator,
Regulatory Programs.

[P.R. Doc. 65-1801; Filed, Feb. 19, 1965; 8:46 a.m.]

Notices

INTERSTATE COMMERCE COMMISSION

[No. MC 66562 et al.]

RAILWAY EXPRESS AGENCY, INC. Petition for Removal of Rail-Haul Restrictions

FEBRUARY 9, 1965.

Petitioners: Railway Express Agency, Inc., and its subsidiaries: (1) Railway Express Motor Transport, Inc., (2) Railway Express Agency, Inc., of Virginia, and (3) Railway Express Agency, Inc., of California. Petitioners' attorney: William H. Marx, 219 East 42d Street, New York, N.Y., 10017.

By petition filed October 14, 1964, petitioners request: "that the restrictions contained in the certificate set forth in Exhibit 1 attached * * * (to their petition) be modified, or the rail-haul restrictions contained therein be removed therefrom pursuant to the Commission's decision in the Nashua case (Railway Express Agency, Inc., Extension—Nashua, N.H., 91 M.C.C. 311, decided October 5, 1962), and that the authority granted be in conformity with that issued therein." The substance of the petition is set forth below. A map of the proposed operations, attached as Exhibit 3 to the petition, cannot here be reproduced, but a copy of the complete petition including the map is available for inspection by interested persons at each of the Commission's District field offices.¹ Any person or persons desiring to participate in these proceedings may, within 30 days from the date of this publication, become a party to these proceedings by filing representations supporting or opposing the relief sought by petitioners. The following petition is being published here by order of the Commission, division 1, entered February 2, 1965.

By the Commission, division 1.

[SEAL]

BERTHA F. ARMES,
Acting Secretary.

PETITION OF RAILWAY EXPRESS AGENCY, INC.,
ET AL.

Petition of Railway Express Agency, Inc. and its subsidiaries, (1) Railway Express Motor Transport, Inc., (2) Railway Express Agency, Inc., of Virginia, and (3) Railway Express Agency, Inc., of California, for modification of, or removal of the rail-haul restrictions in their existing certificates; Docket No. MC 66562 and subs set forth hereto; Docket No. MC 1649 and subs set forth hereto; Docket No. MC 1650 and subs set forth hereto; Docket No. MC 1651 and subs set forth hereto.

Comes now, Railway Express Agency, Inc., a Delaware corporation, and its subsidiaries, (1) Railway Express Motor Transport, Inc., (2) Railway Express Agency, Inc., of Virginia, and (3) Railway Express Agency, Inc., of Cali-

fornia, and file this petition for modification of, or removal of the rail-haul restrictions in, their existing certificates, and respectfully state as follows:

1. Railway Express Agency, Inc., Petitioner herein (hereinafter referred to as the Express Company), having its principal office at 219 East 42d Street, New York, N.Y., 10017, is an Express Company engaged in the express transportation business. Railway Express Motor Transport, Inc., an Indiana corporation, has its principal office at 101 Union Station, Indianapolis, Ind. Railway Express Agency, Inc., of Virginia, a Virginia corporation, has its principal office at 2047-2049 West Broad Street, Richmond, Va. Railway Express Agency, Inc., of California, a California corporation, has its principal office at 219 East 42d Street, New York, N.Y. Said subsidiaries are also engaged in the express transportation business and are an integral part of the Express Company's nationwide express system. The subsidiaries are wholly owned by the Express Company and were organized to comply with the respective state laws requiring domestic corporations. See *Railway Express Agency, Inc., Determination of Status*, 21 M.C.C. 161. Railway Express Agency, Inc. and its subsidiaries and their predecessors have been engaged in the transportation of express for approximately 125 years. They have always used all modes of transportation in order to effect the most expeditious transportation service possible.

2. In the past, the Express Company has principally used passenger trains for the transportation of its express traffic. In 1940, for example, its express traffic was handled on about 10,000 passenger trains daily throughout the country. Due to the numerous discontinuances and curtailments of passenger train service over the years, there has been an ever increasing reduction in said service available for the transportation of express traffic. In order to meet the continued needs of the public for adequate express service, the Express Company and its subsidiaries have established a number of motor vehicle operations under authority issued by this Commission for the transportation of express traffic in substitution for or in lieu of the discontinued, curtailed or inadequate rail service and have also utilized the motor vehicle operations of a number of railroads, their subsidiaries, and others for the transportation of such traffic.

3. The authority issued by the Commission has generally authorized the transportation of "general commodities, moving in express service." The service authorized has generally been limited to that which is auxiliary to, or supplemental of, railway or air express service, and the shipments to be transported have been limited to those moving on a through bill of lading or express receipt. In many instances an additional requirement has been imposed that the shipments have an immediately prior or immediately subsequent movement by rail or air, i.e., a so-called rail- or air-haul restriction. The right to transport Class A and B explosives has been limited to a period of five years, but has been renewed for an additional five years upon expiration. A further condition has uniformly been included reserving to the Commission the right to impose such further conditions as it may deem necessary in the future to make certain that the service authorized is limited to that which is auxiliary to, or supplemental of, railway or air express service.

4. At the time each authority was obtained by the Express Company and its subsidiaries the express traffic moving over their said

motor truck route was interchanged at one or more of the points thereon with the Express Company's through express service on trains or planes operating to and from points throughout the country, and the traffic did therefore have an immediately prior or an immediately subsequent movement by rail or air. The increasing reduction in rail service and replacement of motor truck routes therefor by the Express Company has, however, necessitated the interchange of such traffic with petitioners' said motor truck routes instituted in substitution for or in lieu of the discontinued, curtailed or inadequate rail service, or with the motor operations of railroads, their motor subsidiaries, or others, in order that the public might continue to be afforded complete and adequate express service. Said truck routes or other motor operations have been the only or only expeditious means of providing adequate express service to the public without interruption. The interchange of said traffic on said connecting routes or motor operations and the movement of the traffic thereover has been done in good faith and in accord with the statement of the Commission in *Railway Express Agency, Inc., Extension—Cheneyville, Ill.*, 53 M.C.C. 807, decided February 26, 1953, that a prior or subsequent rail restriction is satisfied by a prior or subsequent substitute motor-for-rail service. This had the effect of permitting the Express Company to tack a certificate containing a rail-haul restriction with a similar certificate held by it or by any other motor carrier.

5. In *Railway Express Agency, Inc., Extension—Nashua, N.H.*, 91 M.C.C. 311, decided October 5, 1962, the entire Commission reappraised and restated the requirements and policies obtaining with respect to grants of motor carrier operating rights to the Express Company. In so doing it recognized the Express Company's practices of handling express traffic over connecting truck routes under certificates containing rail-haul restrictions. It pointed out that a rail-haul restriction simply reflects the type of need shown, that if a need for interstate traffic is shown or the proposed service cannot be performed without connection with other routes, the rail- or air-haul restriction or similar restriction should be omitted. It concluded that a certificate containing such a rail-haul restriction may be joined with other certificates as long as the traffic moved thereunder is not transported in a wholly motor movement. The Commission said such conclusion was reached without comment as to the validity of the Cheneyville position as the Express Company's motor operations are in lieu of, rather than in substitution for, rail service. It recognized that the line-haul motor vehicle operations performed by the Express Company are to replace train service which it, as an Express Company, formerly utilized and that such motor vehicle operations are completely in conformity with the express service, upon which concept it would turn its back if it were to interpret the rail-haul restriction as requiring literally a complete prior or subsequent movement over steel rails. It further stated that the practices involved are of such duration and the public interest is, as a whole, so obviously affected, that it would not be justified in disposing of the matter in a manner foreclosing an equitable opportunity to resolve the situation. It therefore deemed it advisable and necessary to permit the Express Company to file appropriate petition for modification of its certificates containing rail-haul or similar restrictions to

¹ Filed as part of the original document.

enable a complete motor vehicle service designed to be performed. It further found that the express service is a distinctive type of service upon which the shippers have traditionally relied to meet certain of their transportation needs and that a well-balanced nationwide transportation system includes the maintenance of both express service such as performed by applicant, as well as general freight operations performed by others. It pointed out that diminution of passenger train service, and of the expedited operations of the railroads in which express traffic has historically moved, presents a threat to the continued existence of the nationwide express service upon which this country has relied. It stated that the disappearance of this system would be clearly contrary to the public interest. The Commission thereon issued authority in that proceeding sufficiently broad to permit the continued performance of the Express Company's complete service over the routes in question, and the handling of express traffic in all-motor service which is necessary to continue such complete express service.

6. The decision of the entire Commission in the *Nashua* case was upheld by the three-judge court, U.S. District Court, District of Mass., in *Auclair Transportation, Inc., et al. v. U.S.A. and I.C.C., et al.*, 221 F. Supp. 328, on September 11, 1963. The decision of the court in said case was affirmed by the U.S. Supreme Court on March 23, 1964 in 376 U.S. 514.

7. In accord with the admonition of the entire Commission referred to above, the Express Company and its wholly owned subsidiaries are seeking herein modification of, or elimination of the rail-haul restrictions contained in, their existing certificates set forth in Exhibit 1. The commodity descriptions, route descriptions, authorized intermediate and/or off-route points, and conditions or restrictions contained in the respective certificates involved are set forth in Exhibit 2. The locations of the respective routes are shown on Exhibit 3 to the extent possible. All of the routes operated under said certificates are integral parts of the Express Company's nationwide and international surface and air express transportation system, and the continued handling of all of the traffic involved over said routes is essential to the maintenance of adequate express service to the public. The Commission has already recognized the *Nashua* case the importance of the continued performance of the Express Company's complete nationwide express service, the importance of the handling of the express traffic in all-motor service in its system, and the fact that the express service should not be limited to the steel rails. The basis of and reasons for the routes involved, and the routes and motor operations with which they connect are similar to those involved in the *Nashua* case. In each instance there is no rail service remaining on which adequate express service can be provided. In each instance, a need for continued express service to and from points throughout the country exists, as recognized in the *Nashua* case. In each instance there is no other existing express service or motor express service of the type performed by the Express Company and its subsidiaries. Existing motor carriers do not render such an express service. The ability of the Express Company and its subsidiaries to continue to handle over the routes involved, and the connecting routes or motor operations performed by them or others, express traffic which has an all-motor movement, is essential to the continued performance of such complete express service.

8. In each case involved herein the public has been and is enjoying express service. In the *Nashua* case the Commission found that such service is in the public interest. In each instance involved herein the Commission has found a need for express service

but has used language in the certificate which, in the light of the statements of the Commission in the *Nashua* case, would deprive the public of the very service the entire Commission in that case found to be essential to the public interest. In order to prevent that result we respectfully submit that the wording used in the certificates involved should be revised or corrected. Unless that is done, the statements of the Commission in the *Nashua* case will have the effect of preventing the very service which it found to be essential to the public interest. The public should not be deprived of a vital service in that manner.

Wherefore, Petitioners respectfully request that the restrictions contained in the certificates set forth in Exhibit 1 attached hereto be modified, or the rail-haul restrictions contained therein be removed therefrom pursuant to the Commission's decision in the *Nashua* case, and that the authority granted be in conformity with that issued therein. Respectfully submitted,

RAILWAY EXPRESS AGENCY, INC.
RAILWAY EXPRESS MOTOR TRANSPORT, INC.
RAILWAY EXPRESS AGENCY, INC., OF VIRGINIA
RAILWAY EXPRESS AGENCY, INC., OF CALIFORNIA

By: C. W. Bock,
Assistant Vice President-Operations,
219 East 42d Street, New York,
N.Y., 10017.

Dated: October 13, 1964, New York, N.Y.

State of New York
County of New York

C. W. Bock, being duly sworn, deposes and says: that he is Assistant Vice President—Operations of Railway Express Agency, Inc., Petitioner herein and parent of its wholly owned subsidiaries, (1) Railway Express Motor Transport, Inc., (2) Railway Express Agency, Inc., of Virginia, and (3) Railway Express Agency, Inc., of California, in the above-entitled proceeding; that he has read the foregoing Petition, and knows the contents thereof; that the same are true as stated, except as to matters and things if any, stated on information and belief, and that as to those matters and things, he believes them to be true.

C. W. Bock,

Subscribed in my presence, and sworn to before me, by the affiant above named, this 13th day of October 1964.

[SEAL] MARCUS M. CURRY,
Notary Public, State of New York,
No. 60-0830250; Qualified in Westchester County; Term Expires
March 30, 1965.

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing Petition on all parties of record by mailing a copy thereof, in accordance with the provisions of the General Rules of Practice, to each of the parties of record in the Docket and Sub numbers involved herein and to each of the parties of record in *Railway Express Agency, Incorporated, Extension—Nashua, N.H.*, 91 M.C.C. 311.

Dated at New York, N.Y., this 13th day of October, 1964.

WILLIAM H. MARK,
Attorney For Petitioners.

SUMMARY

Summary of commodity descriptions, route descriptions, authorized intermediate and/or off-route points, and conditions or restrictions contained in the certificates issued to Railway Express Agency, Inc., and its subsidiaries, (1) Railway Express Motor Transport, Inc., (2) Railway Express Agency, Inc., of Virginia, and (3) Railway Express Agency, Inc., of California, for which modi-

fication of the conditions or restrictions is sought.

The form of certificate generally used by the Interstate Commerce Commission in the certificates involved issued to Petitioner herein is as follows:

At a Session of the Interstate Commerce Commission, Division _____, held at its office in Washington, D.C., on the day of _____ A.D., 19 _____.

After due investigation, it appearing that the above-named carrier has complied with all applicable provisions of the Interstate Commerce Act, and the requirements, rules, and regulations prescribed thereunder, and, therefore, is entitled to receive authority from this Commission to engage in transportation in interstate or foreign commerce as a motor carrier; and the Commission so finding:

It is ordered, That the said carrier be, and it is hereby, granted this Certificate of Public Convenience and Necessity as evidence of the authority of the holder to engage in transportation in interstate or foreign commerce as a common carrier by motor vehicle; subject, however, to such terms, conditions, and limitations as are now, or may hereafter be, attached to the exercise of the privileges herein granted to the said carrier.

And it is further ordered, That the transportation service to be performed by the said carrier in interstate or foreign commerce shall be as specified below:

(commodity description)

(route description)

(authorized intermediate and/or off-route points)

The service herein authorized is subject to the following conditions:

(conditions or restrictions)

It is further ordered, and is made a condition of this certificate that the holder thereof shall render reasonably continuous and adequate service to the public in pursuance of the authority herein granted, and that failure so to do shall constitute sufficient grounds for suspension, change, or revocation of this certificate.

By the Commission, Division _____.

[SEAL]

Secretary.

The commodity descriptions, route descriptions, authorized intermediate and/or off-route points, and conditions or restrictions of the certificates issued to Railway Express Agency, Inc. and its subsidiaries, for which modification of the conditions or restrictions is sought herein follow, beginning at page 1 hereof.

The conditions or restrictions of each certificate, which are generally indicated by letters, are explained as follows:

ABBREVIATIONS FOR CONDITIONS¹

A The service to be performed by carrier shall be limited to service which is auxiliary to, or supplemental of, railway express service.

B The service to be performed by carrier shall be limited to service which is auxiliary to, or supplemental of, air or railway express service, or railway or air express service.

C The service to be performed by carrier shall be limited to service which is auxiliary to, or supplemental of, air express and/or railway express service.

D The service to be performed by carrier shall be limited to service which is auxiliary to, or supplemental of, express service.

¹ Conditions or restrictions not covered above are set forth in full.

E Shipments transported by carrier shall be limited to those moving on through bills of lading or express receipts covering, in addition to a motor carrier movement by carrier, an immediately prior or an immediately subsequent movement by rail.

F Shipments transported by carrier shall be limited to those moving on through bills of lading or express receipts covering, in addition to a motor carrier movement by carrier, an immediately prior or an immediately subsequent movement by rail and/or air.

G Such further specific conditions as the Commission, in the future, may find necessary to impose in order to restrict carrier's operations to service which is auxiliary to, or supplemental of, railway express service.

H Such further specific conditions as the Commission, in the future, may find necessary to impose in order to restrict carrier's operations to service which is auxiliary to, or supplemental of, air or railway express service, or air express service.

I Such further specific conditions as the Commission, in the future, may find necessary to impose in order to restrict carrier's operations to service which is auxiliary to, or supplemental of, air express and/or railway express service.

J Such further specific conditions as the Commission, in the future, may find necessary to impose in order to restrict carrier's operations to service which is auxiliary to, or supplemental of, express service.

K The authority granted herein, to the extent it authorizes the transportation of Classes A and B explosives, shall be limited, in point of time, to a period expiring five years after -----.

RAILWAY EXPRESS AGENCY, INCORPORATED

MC 66562

(BMC A-Vol. 5)—April 5, 1944.

General commodities, over regular routes, between Portland, Oreg., and Milwaukie, Oreg.; from Portland over U.S. Highway 99-E to Milwaukie, and return over the same route, between Portland, Oreg., and Multnomah, Oreg.; from Portland over unnumbered highways (Bertha-Beaverton and Capital Highways, or Bertha-Beaverton and Capital Highways and Southwest Dasch Road), to Multnomah, and return over the same route.

Between Portland, Oreg., and Oswego, Oreg.; from Portland over Oregon Highway 43 to Oswego, and return over the same route.

Service is not authorized to or from the intermediate points on the above-specified routes.

Conditions: C, F, I.

Sub I¹—July 21, 1944.

General commodities, moving in express service, over regular routes, between Huntington, Ind., and Jasper, Ind.; from Huntington over Indiana Highway 45 to Jasper.

Service is not authorized to or from the intermediate points.

Between Salisbury, N.C., and Norwood, N.C.; from Salisbury over U.S. Highway 52 to Norwood.

Service is authorized to and from all intermediate points.

Between Brunswick, Ga., and Darien, Ga.; from Brunswick over U.S. Highway 17 to Darien.

Service is not authorized to or from the intermediate points.

Between Demopolis, Ala., and York, Ala.; from Demopolis over U.S. Highway 43 to junction U.S. Highway 80, thence over U.S. Highway 80 to York.

Service is not authorized to or from the intermediate points.

¹This certificate covers the operating rights acquired by the above-named carrier from Southeastern Express Company (Docket No. MC 2742, BMC 1) pursuant to MC-F 635, approved Jan. 24, 1939.

Return over these routes to the above-specified origin points.

Conditions: D, E, J.

Sub 11—November 5, 1942.

General commodities, over a regular route, between Batavia, N.Y., and Clarence, N.Y.; from Batavia over New York Highway 98 via Elba, N.Y., to junction unnumbered highway near Elba, N.Y., thence over unnumbered highway to junction New York Highway 279 near Oakfield, N.Y., thence over New York Highway 279 to junction New York Highway 63, thence over New York Highway 63 to Oakfield, N.Y., thence return over New York Highway 63 to junction New York Highway 279, thence over New York Highway 279 to junction unnumbered highway, thence over unnumbered highway via Wheatville, N.Y., to junction New York Highway 63, thence over New York Highway 63 to junction New York Highway 77, thence over New York Highway 77 to Basom, N.Y., thence over New York Highway 267 to Akron, N.Y., thence over New York Highway 93 to junction New York Highway 5, and thence over New York Highway 5 to Clarence, and return from Clarence over the above-specified route to Basom, thence over New York Highway 77 to junction New York Highway 63, thence over New York Highway 63 to Oakfield, thence over New York Highway 262 to Elba, and thence over New York Highway 98 to Batavia.

Service is authorized to and from the intermediate points of Elba, Oakfield, Wheatville, and Akron, N.Y.

Conditions: A, E, G.

Sub 21—October 20, 1943 (Supersedes and cancels Certificate issued November 6, 1942.)

REGULAR ROUTES; General Commodities, between Johnstown, Pa., and West Salisbury, Pa.: From Johnstown over Pennsylvania Highway 53 via Hollisopple and Stoystown, Pa., to Somerset, Pa., thence over U.S. Highway 219 via Berlin, Pa., to Salisbury, Pa., and thence over Pennsylvania Highway 417 to West Salisbury; from Johnstown to Hollisopple as specified above, thence over Pennsylvania Highway 601 to junction U.S. Highway 30, thence over U.S. Highway 30 to Jennerstown, Pa., thence over U.S. Highway 219 to Somerset, Pa., thence over unnumbered highway to Berlin, Pa., and thence to West Salisbury, as specified above; from Johnstown to Stoystown as specified above, thence over unnumbered highway to junction U.S. Highway 219, thence over U.S. Highway 219 to Somerset, Pa., and thence to West Salisbury as specified above; and return over these routes to Johnstown.

Service is authorized to and from the intermediate points of Berlin, Boswell, Frieden, Garrett, Hollisopple, Hooversville, Jennerstown, Jerome, Meyersdale, Sipesville, Somerset, Stoystown, and Davidsville, Pa.

Conditions: A, E, G.

Sub 29—December 23, 1942.

General commodities, over regular routes, between New Castle, Pa., and Mercer, Pa.; from New Castle over Pennsylvania Highway 18 to New Wilmington, Pa., thence over Pennsylvania Highway 158 to Mercer (also from New Wilmington, over Pennsylvania Highway 278 to Volant, Pa., thence over Pennsylvania Highway 168 to junction U.S. Highway 19, and thence over U.S. Highway 19 to Mercer); from New Castle over Pennsylvania Highway 108 to Slippery Rock, Pa., thence over Pennsylvania Highway 78 to Grove City, Pa., and thence over Pennsylvania Highway to Mercer; and return over these routes to New Castle.

Service is authorized to and from the intermediate points of Grove City, Harlansburg, New Wilmington, Slippery Rock and Volant, Pa.

Conditions: A, E, G.

Sub 49—November 6, 1942.

General commodities, over regular routes, between Uniontown, Pa., and Greensburg, Pa.; from Uniontown over U.S. Highway 119 to Greensburg, and return over the same route.

Service is authorized to and from the intermediate points of Connellsville and Youngwood, Pa.

Between Mt. Pleasant, Pa., and Ruffs Dale, Pa.; from Mt. Pleasant over Pennsylvania Highway 31 to Ruffs Dale, Pa., and return over the same route.

Service is authorized to and from the intermediate point of Tarrs, Pa.

Between Mt. Pleasant, Pa., and Scottdale and Pennsville, Pa., as follows: From Mt. Pleasant over unnumbered highway to Scottdale, Pa.; from Mt. Pleasant over unnumbered highway to Pennsville, Pa.; and return over these routes to Mt. Pleasant.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 57—October 29, 1942.

General commodities, over a regular route, between Bristol, Va.-Tenn., and Johnson City, Tenn., as follows: from Bristol over U.S. Highway 11E to Johnson City and return; return from Johnson City over U.S. Highway 23 to Kingsport, Tenn., thence over U.S. Highway 11W to Bristol.

Service is authorized to and from the intermediate point of Kingsport, Tenn.

Conditions: A, E, G.

Sub 59—January 26, 1943.

General commodities, over a regular route, between Louisburg, N.C., and Franklinton, N.C.; from Louisburg over North Carolina Highway 56 to Franklinton and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 61—October 30, 1942.

General commodities, over a regular route, between Guntersville, Ala., and Gadsden, Ala.; from Guntersville over U.S. Highway 241 to Gadsden, and return over the same route.

Service is authorized to and from the intermediate points.

Conditions: A, E, G.

Sub 63—October 30, 1942.

General commodities, over a regular route, between Huntsville, Ala., and Athens, Ala.; from Huntsville over U.S. Highway 72 to Athens, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 64—October 27, 1942.

General commodities, over a regular route, between Oxford, Miss., and Grenada, Miss.; from Oxford over Mississippi Highway 7 to Grenada, and return over the same route.

Service is authorized to and from intermediate points of Water Valley, Coffeeville, and Bruce Junction, Miss.

Conditions: A, E, G.

Sub 69—July 4, 1944. (Supersedes and cancels Certificate issued December 24, 1942.)

General commodities, over a regular route, between Ashland, Ohio, and Seville, Ohio; from Ashland over Ohio Highway 58 to Nankin, Ohio, thence over Ohio Highway 302 to junction Ohio Highway 89, thence over Ohio Highway 89 to Polk, Ohio, thence return over Ohio Highway 89 to junction Ohio Highway 302, thence over Ohio Highway 302 to junction U.S. Highway 42, thence over U.S. Highway 42 to junction U.S. Highway 224, thence over U.S. Highway 224 via Lodi, Ohio, to junction Ohio Highway 76, thence over Ohio Highway 76 to Burbank, Ohio, thence over unnumbered highway to Creston, Ohio, and thence north over Ohio Highway 3 to Seville, and return over the same route.

Service is authorized to and from the intermediate points of Nankin, Polk, West Salem, Burbank, Creston, and Lodi, Ohio.

Between Creston, Ohio, and Sterling, Ohio: From Creston south over Ohio Highway 3 to junction unnumbered highway, thence east over unnumbered highway to Sterling, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 75—December 24, 1942.

General commodities, over a regular route, between Canton, Ohio, and Dellroy, Ohio; from Canton over U.S. Highway 30 to Minerva, Ohio, thence over Ohio Highway 80 to junction Ohio Highway 43, thence over Ohio Highway 43 to Carrollton, Ohio, and thence over Ohio Highway 39 to Dellroy, and return over the same route.

Service is authorized to and from the intermediate points of East Canton, Robertsville, Minerva, Oneida, and Carrollton, Ohio.

Conditions: A, E, G.

Sub 76—March 18, 1943.

General commodities, over a regular route, between Canton, Ohio, and Dover, Ohio; from Canton over Ohio Highway 8 to Dover, and return over the same route.

Service is authorized to and from the intermediate points of East Sparta, Sandyville, Mineral City, and Zoarville, Ohio.

Conditions: A, E, G.

Sub 78—October 27, 1942.

General commodities, over a regular route, between Lancaster, Ohio, and Newark, Ohio; from Lancaster over Ohio Highway 37 to Lury, Ohio, thence over U.S. Highway 40 to Hebron, Ohio, and thence over the Ohio Highway 79 to Newark, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 79—February 10, 1943. (Also embraces MC 86007 Sub 8.)

General commodities, over a regular route, between Cincinnati, Ohio, and Lebanon, Ohio; from Cincinnati over unnumbered highway via Madeira, Ohio, to junction U.S. Highway 22, thence over U.S. Highway 22 to junction unnumbered highway (Blue Ash Pike), thence over unnumbered highway (Blue Ash Pike) to Blue Ash, Ohio, thence over by-pass U.S. Highway 50 to Montgomery, Ohio, thence over U.S. Highway 22 to junction unnumbered highway (Mason Road) to Mason, Ohio, and thence over U.S. Highway 42 to Lebanon, and return over the same route.

Service is authorized to and from the intermediate points of Blue Ash, Kennedy Heights, Madeira, Madisonville, Mason, Deer Park, Silverton, Rossmoyne, and Montgomery, Ohio; and the off-route point of Mariemont, Ohio.

Conditions: Auxiliary to, or supplemental of, air express, railway and railway express service; F: Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air express, railway and railway express service.

Sub 87—January 26, 1943.

General commodities, over a regular route, between Oberlin, Ohio and Elyria, Ohio; from Oberlin over Ohio Highway 10 to junction U.S. Highway 20, thence over U.S. Highway 20 to Elyria, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 89—December 26, 1942.

General commodities, over regular routes, between Painesville, Ohio and Bristolville, Ohio; from Painesville over Ohio Highway 44 to junction U.S. Highway 322, thence over U.S. Highway 322 to East Claridon, Ohio,

thence return over U.S. Highway 322 to Claridon, Ohio, thence over unnumbered highway to Burton, Ohio, thence over Ohio Highway 87 to Middlefield, Ohio, thence over unnumbered highway to junction Ohio Highway 88 at a point approximately five miles south of Middlefield, and thence over Ohio Highway 88 to Bristolville; from Painesville over Ohio Highway 44 to junction Ohio Highway 84, thence over Ohio Highway 84 to Madison, Ohio, thence over Ohio Highway 528 to junction Ohio Highway 307, thence over Ohio Highway 307 to Austinburg, Ohio, and thence over Ohio Highway 45 to Bristolville; and return over these routes to Painesville.

Service is authorized to and from the intermediate points of Chardon, Madison, Rock Creek, Orwell, North Bloomfield, West Farmington, Middlefield, Burton, East Claridon, and Austinburg, Ohio, and to and from the off-route points of Perry and Rome, Ohio.

Conditions: A, E, G.

Sub 93—June 25, 1943.

General commodities, over a regular route, between Lodi, Ohio, and Seville, Ohio; from Lodi over U.S. Highway 224 to junction Ohio Highway 3, thence over Ohio Highway 3 to Seville, and return over the same route.

Service is authorized to and from the intermediate point of Leroy, Ohio.

Conditions: A, E, G.

Sub 102—December 1, 1942.

General commodities, over regular routes, between Barnesville, Ohio, and Woodsfield and Beallsville, Ohio, as follows: From Barnesville over Ohio Highway 8 via Malaga, Ohio, to Woodsfield; from Barnesville as specified above to Malaga, thence over Ohio Highway 145 to Beallsville; and return over these routes to Barnesville.

Service is authorized to and from the intermediate points of Jerusalem, Malaga, and Somerton, Ohio.

Conditions: A, E, G.

Sub 106—November 26, 1942.

General commodities, over a regular route, between Baltimore, Md., and Annapolis, Md.; from Baltimore over unnumbered highway (Bellgrove Road) to Linthicum, Md., thence over Maryland Highway 3 to Glen Burnie, Md., and thence over Maryland Highway 2 to Annapolis, and return over the same route.

Service is authorized to and from the intermediate points of Linthicum, Glen Burnie, and Severna Park, Md.

Conditions: A, E, G.

Sub 128—December 23, 1942.

General commodities, over a regular route, between Salisbury, Md., and Cambridge, Md.; from Salisbury over U.S. Highway 213 to Cambridge, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 137—November 6, 1942.

General commodities, over a regular route, between Columbus, Ga., and Fort Benning, Ga.; from Columbus over Georgia Highway 1 to junction unnumbered highway (Fort Benning Road), thence over unnumbered highway (Fort Benning Road) to Fort Benning, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 140—January 26, 1943.

General commodities, over a regular route, between Nashville, Tenn., and McMinnville, Tenn.; from Nashville over U.S. Highway 41 to Murfreesboro, Tenn., thence over U.S. Highway 241 to Shelbyville, Tenn., thence over Tennessee Highway 16 to Tullahoma, Tenn., and thence over Tennessee Highway 55 to McMinnville, and return over the same route.

Service is authorized to and from the intermediate points of Manchester, Morrison,

Murfreesboro, Shelbyville, and Tullahoma, Tenn.

Conditions: A, E, G.

Sub 141—May 14, 1963. (Supersedes and cancels Certificate issued November 6, 1942.) (Also embraces Sub 1876.)

Regular routes: General commodities, moving in express service, between Tifton, Ga., and Ocala, Ga., serving no intermediate points, and to be operated in conjunction with, and as an extension of, carrier's authority between Fitzgerald, Ga., and Ocala, Ga., as described below; from Tifton over U.S. Highway 319 to Ocala, and return over the same route.

Conditions: A, F, J, K.

General commodities, between Fitzgerald, Ga., and Ocala, Ga., serving no intermediate points; from Fitzgerald over Georgia Highway 11 to Ocala, and return over the same route.

Conditions: A, E, G.

Sub 144—November 9, 1942.

General commodities, over a regular route, between Fairfield, Ill., and Flora, Ill.; from Fairfield over U.S. Highway 45 to Flora, and return over the same route.

Service is authorized to and from the intermediate point of Clans, Ill.

Conditions: A, E, G.

Sub 146—November 7, 1942.

General commodities, over regular routes, between Ft. Atkinson, Wis., and points in Wisconsin, as follows: From Ft. Atkinson over Wisconsin Highway 26 to Watertown; from Ft. Atkinson over Wisconsin Highway 26 to Janesville; from Ft. Atkinson over U.S. Highway 12 to Whitewater; and return over these routes to Ft. Atkinson.

Service is authorized to and from the intermediate points of Jefferson Junction, Milton, and Milton Junction, Wis.

Conditions: A, E, G.

Sub 147—March 2, 1943.

General commodities, over a regular route, between Muskegon, Mich., and Fremont, Mich.; from Muskegon over U.S. Highway 31 to North Muskegon, Mich., thence over Michigan Highway 20 to Fremont, and return over the same route.

Service is authorized to and from the intermediate point of Holton, Mich.

Conditions: C, F, I.

Sub 149—March 13, 1943.

General commodities, over a regular route, between Muskegon, Mich., and Ludington, Mich.; from Muskegon over U.S. Highway 31 to Ludington, and return over the same route.

Service is authorized to and from the intermediate points of Whitehall, New Era, Shelby, Hart, and Pentwater, Mich.

Conditions: C, F, I.

Sub 151—May 18, 1950. (Supersedes and cancels certificate issued July 28, 1945.) (Also embraces Sub 962.)

General commodities, moving in express service, over a regular route, between Detroit, Mich., and Flint, Mich.; from Detroit over U.S. Highway 10 to Flint, Mich., and return over the same route.

Service is authorized to and from Birmingham and Pontiac, as intermediate points.

Conditions: C, F, I.

Sub 152—March 23, 1943.

General commodities, over a regular route, between Port Huron, Mich., and Detroit, Mich.; from Port Huron over Michigan Highway 29 to junction U.S. Highway 25, thence over U.S. Highway 25 to Detroit, and return over the same route.

Service is authorized to and from the intermediate points of Algonac, Marine City, Mount Clemens, New Baltimore, and Saint Clair, Mich.

Conditions: C, F, I.

Sub 154—March 23, 1943.

General commodities, over a regular route, between Charleston, W. Va., and Swiss, W. Va.; from Charleston over U.S. Highway 60 to Gauley Bridge, W. Va., thence over U.S. Highway 19 to Swiss, and return over the same route.

Service is authorized to and from the intermediate points of Reed, Malden, Belle, Dickinson, Cedar Grove, London, Smithers, Longacre, Boomer, Glen Ferris, Gauley Bridge, and Alloy, W. Va.

Conditions: C, P, I.

Sub 157—March 23, 1943. (Also embraces MC 86007 Sub 4.)

General commodities, over a regular route, between Corvallis, Oreg., and Albany, Oreg.; from Corvallis over Oregon Highway 26 to Albany, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: Auxiliary to, or supplemental of, railway and railway express service; E; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, railway and railway express service.

Sub 160—January 6, 1944. (Supersedes and cancels Certificate issued July 13, 1943.) (Also embraces Sub 522 and MC 86007 Sub 9.)

General commodities, over a regular route, between Portland, Oreg., and Corvallis, Oreg.; from Portland over U.S. Highway 99-W to Corvallis, and return over the same route.

Service is authorized to and from all intermediate points and the off-route points of Sherwood, Independence, Dallas, and McCoy, Oreg.

Conditions: Auxiliary to, or supplemental of, air express, railway and railway express service; E; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air express, railway and railway express service.

Sub 163—April 8, 1943. (Also embraces MC 86007 Sub 13.)

General commodities, over a regular route, between Portland, Oreg., and McMinnville, Oreg.; from Portland over Oregon Highway 2 to Forest Grove, Oreg., thence over Oregon Highway 47 to junction U.S. Highway 99-W, and thence over U.S. Highway 99-W to McMinnville, and return over the same route.

Service is authorized to and from the intermediate points of Beaverton, Huber, Aloha, Reedville, Hillsboro, Cornelius, Forest Grove, Dilley, Gaston, Cove Orchard, Yamhill, and Carlton, Oreg.

Conditions: Auxiliary to, or supplemental of, air express, railway, and railway express service; F; Further conditions may be imposed, in the future, to restrict that authority granted to that which is auxiliary to, or supplemental of, air express, railway, and railway express service.

Sub 165—November 7, 1942.

General commodities, over a regular route, between Yoakum, Tex., and Cuero, Tex.; from Yoakum over U.S. Highway 77 to Cuero, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 173—May 26, 1943.

General commodities, moving in express service, over regular routes, between Huntsville, Tex., and Phelps, Tex.; from Huntsville over Texas Highway 46 (U.S. Highway 190) to junction unnumbered highway approximately 6 miles east of Huntsville, thence over unnumbered highway about 1 mile south to Phelps, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, E, J.

Sub 195—June 4, 1941.

General commodities, in express service, over a regular route, between Jackson, Miss., and Pattison, Miss.; from Jackson over Mississippi Highway 18 to Hermanville, Miss., thence over unnumbered highway to Pattison, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Raymond, Learned, Utica, Carpenter, and Hermanville, Miss.

Conditions: A, E, G.

Sub 201—July 22, 1941.

General commodities, moving in railway express service, over regular routes, between Wheeling, W. Va., and Fairmont, W. Va., as follows: from Wheeling over U.S. Highway 250 to Moundsville, W. Va., thence over unnumbered highway to junction U.S. Highway 250, and thence over U.S. Highway 250 to Fairmont, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Benwood Junction, Moundsville, Rosby Rock, Cameron, Littleton, Hundred, Burton, Mannington, Farmington, Barrackville, and McMechen, W. Va.

Conditions: A, E, G.

Sub 203—September 30, 1941.

General commodities, moving in railway express service, over regular routes, between Portland, Oreg., and Seaside, Oreg.; from Portland over U.S. Highway 30 to Astoria, Oreg., thence over U.S. Highway 101 to Seaside, and return over the same route.

Service is authorized to and from the intermediate points of Scappoose, St. Helens, Rainier, Clatskanie, Astoria, Warrenton, Camp Clatsop, and Gearhart.

Conditions: A, E, G.

Sub 210—June 20, 1941.

General commodities, moving in railway express service, over regular routes, between Mullens, W. Va., and Pemberton, W. Va.: From Mullens over West Virginia Highway 16 to junction unnumbered highway, thence over unnumbered highway via Rhodell, Killarney, Besoco, and Lillybrook, W. Va., to Pemberton; from Mullens over West Virginia Highway 16 to junction unnumbered highway, thence over unnumbered highway via Stotesbury, W. Va., to Sophia, W. Va., thence over West Virginia Highway 16 to junction unnumbered highway, and thence over unnumbered highway to Pemberton; and return over these routes to Mullens.

Service is authorized to and from all intermediate points; and the off-route points of Argo, Amigo, Woodboy, and Winding Gulf, W. Va.

Conditions: A, E, G.

Sub 213—October 10, 1941.

General commodities, moving in express service over a regular route, between Port Huron, Mich., and Mt. Clemens, Mich.; from Port Huron over U.S. Highway 25 to Mt. Clemens, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 215—September 16, 1941.

General commodities, moving in railway express service, over regular routes, between Wilkes-Barre, Pa., and Sayre, Pa., as follows: From Wilkes-Barre over U.S. Highway 309 via Pittston and Falls, Pa., to Sayre; from Wilkes-Barre to Pittston as specified above, thence over Pennsylvania Highway 629 to junction unnumbered highway, thence over unnumbered highway to Falls, and thence to Sayre as specified above; and return over these routes to Wilkes-Barre.

Service is authorized to and from the intermediate and off-route points of Pittston, Falls, Tunkhannock, Laceyville, Wyalusing, Wysox, Towanda, Ulster, Milan, Meshoppen and Rummerfeld, and Mehoopany, Pa.

Conditions: A, E, G.

Sub 216—August 20, 1941.

General commodities, moving in railway express service, over regular routes, between Plymouth, N.H., and Lincoln, N.H., as follows: From Plymouth over U.S. Highway 3 to junction unnumbered highway, thence over unnumbered highway via Beebe River, and Campton, N.H. to junction U.S. Highway 3, thence over U.S. Highway 3 to North Woodstock, N.H., thence over unnumbered highway to Lincoln; from Plymouth over U.S. Highway 3 to North Woodstock, N.H., and thence to Lincoln as specified above; and return over the same routes to Plymouth.

Service is authorized to and from all intermediate points on the above-specified routes.

Conditions: A, E, G.

Sub 217—August 17, 1949. (Supersedes and cancels Cert. issued March 23, 1942.) (Also embraces Subs 218, 221, 222, 223, 226, 350 and 857.)

General commodities, over regular routes, between West Unity, Ohio, and Middletown, Ohio; from West Unity over U.S. Highway 127 via Bryan, Ohio, to junction Ohio Highway 15, thence over Ohio Highway 15 to Ney, Ohio, thence over Ohio Highway 249 to junction with U.S. Highway 127, thence over U.S. Highway 127 to Van Wert, Ohio, thence over Ohio Highway 118 to Rockford, Ohio, thence over U.S. Highway 33 to Mercer, Ohio, thence over U.S. Highway 127 to junction Ohio Highway 219, thence over Ohio Highway 219 to Coldwater, Ohio, thence over Ohio Highway 118 to Greenville, Ohio, thence over U.S. Highway 127 to junction U.S. Highway 40, thence over U.S. Highway 40 to Lewisburg, Ohio, thence over Ohio Highway 503 to West Alexandria, Ohio, thence over U.S. Highway 35 to junction unnumbered highway, thence over unnumbered highway via Ingomar, Ohio, to Farmersville, Ohio, thence over Ohio Highway 123 to Franklin, Ohio, and thence over U.S. Highway 25 to junction Ohio Highway 73, thence over Ohio Highway 73 to Middletown, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Bryan, Ney, Sherwood, Paulding, Haviland, Van Wert, Ohio City, Rockford, Celina, Coldwater, St. Henry, Rossburg, Ansonia, Greenville, West Manchester, Lewisburg, West Alexandria, Ingomar, Farmersville, Germantown, Carlisle, Franklin, Cecil, Latty, Scott, Cavett, and Burkettsville-Gilberts, Ohio.

Between Tiffin, Ohio, and Bellefontaine, Ohio; from Tiffin over Ohio Highway 83 to junction unnumbered highway, thence over unnumbered highways via Berwick and Adrian, Ohio, to junction U.S. Highway 23, thence over U.S. Highway 23 to Carey, Ohio, thence over Ohio Highway 103 to junction unnumbered highway, thence over unnumbered highways via Warton, Ohio, to Forest, Ohio, thence over Ohio Highway 53 to junction U.S. Highway 68, thence over U.S. Highway 68 via Kenton, Ohio, to junction Ohio Highway 273, thence over Ohio Highway 273 to Belle Center, Ohio, thence over unnumbered highway to junction Ohio Highway 117, thence over Ohio Highway 117 to junction U.S. Highway 33, and thence over U.S. Highway 33 to Bellefontaine, and return over the same route.

Service is authorized to and from the intermediate points of Berwick, Adrian, Carey, Wharton, Forest, Patterson, Kenton, Belle Center and Huntville, Ohio.

Between Toledo, Ohio, and Defiance, Ohio; from Toledo over U.S. Highway 24 to Waterville, Ohio, thence over Ohio Highway 64 via Whitehouse, Ohio, to junction Ohio Highway 295, thence over Ohio Highway 295 to junction unnumbered highway, thence over unnumbered highway via Neapolis, Ohio, to junction Ohio Highway 109, thence over Ohio Highway 109 via Liberty Center, Ohio, to junction Highway 110, thence over Ohio Highway 110 to Napoleon, Ohio, thence over U.S. Highway 24 to Florida, Ohio, thence over

unnumbered highway via Jewell, Ohio, to junction U.S. Highway 24, thence over U.S. Highway 24 to Defiance, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Maumee, Whitehouse, Neapolis, Liberty Center, Napoleon, Jewell, and Okolona, Ohio.

Between Cleveland, Ohio, and Bedford, Ohio; from Cleveland over Ohio Highway 14 to Bedford, and return over the same route.

Service is not authorized to or from intermediate points.

Between Canton, Ohio, and Hartville, Ohio; from Canton over Ohio Highway 8 to Uniontown, thence over Ohio Highway 619 to Hartville, Ohio; and return from Hartville, over Ohio Highway 43 to junction Ohio Highway 628, thence over Ohio Highway 628 to North Canton, Ohio, and thence over Ohio Highway 8 to Canton.

Service is authorized to and from the intermediate and off-route points of North Canton, Aultman, and Middlebranch, Ohio.

Between Columbus, Ohio, and Blanchester, Ohio, as follows: From Columbus over U.S. Highway 62 via Bloomingburg, Ohio to Washington Court House, Ohio, thence over U.S. Highway 22 to Wilmington, Ohio, thence over U.S. Highway 68 to Midland, Ohio, and thence over Ohio Highway 28 to Blanchester; from Columbus to Bloomingburg as specified above, thence over Ohio Highway 38 to junction Ohio Highway 238, thence over Ohio Highway 238 to Washington Court House, and thence to Blanchester as specified above; and return over these routes to Columbus.

Service is authorized to and from the intermediate and off-route points of Grove City, Mt. Sterling, Bloomingburg, Washington Court House, Sabina, Wilmington, Midland City, Orient, Derby, Madison Mills, and Melvin, Ohio.

Between Alliance, Ohio and East Liverpool, Ohio; from Alliance over Ohio Highway 80 to Minerva, Ohio thence over U.S. Highway 30 to Kensington, Ohio, thence over Ohio Highway 644 to Sallineville, Ohio, thence over Ohio Highway 164 to junction unnumbered highway, thence over unnumbered highway to Hammondsville, Ohio, thence over Ohio Highway 213 to Yellow Creek, Ohio, and thence over Ohio Highway 7 to East Liverpool, and return over the same route.

Service is authorized to and from the intermediate points of Minerva, Summitville, Sallineville, and Irondale, Ohio.

Between Winston-Salem, N.C., and Mt. Airy, N.C.; from Winston-Salem over U.S. Highway 52 to Mt. Airy, and return over the same route.

Service is authorized to and from the intermediate points of King and Pilot and Mountain, N.C.

Between Weldon, N.C., and Williamston, N.C. as follows: From Weldon over U.S. Highway 301 to junction North Carolina Highway 561, thence over North Carolina Highway 561 to junction U.S. Highway 258, thence over U.S. Highway 258 to Scotland Neck, N.C., thence over North Carolina Highway 125 to Oak City, N.C., thence over North Carolina Highway 11 to Hassell, N.C., thence over unnumbered highway to Gold Point, N.C., thence over North Carolina Highway 903 to Robersonville, N.C., and thence over U.S. Highway 64 to Williamston; from Weldon over U.S. Highway 301 to junction North Carolina Highway 125, thence over North Carolina Highway 125 to Scotland Neck, N.C., and thence to Williamston as specified above; from Weldon to Oak City as specified above, thence over North Carolina Highway 125 to junction North Carolina Highway 903, thence over North Carolina Highway 903 to Gold Point, N.C., and thence to Williamston, as specified above; and return over these routes to Weldon.

Service is authorized to and from the intermediate points of Tillery, Scotland Neck,

Hobgood, Oak City, Hassell, Hamilton, Robersonville, and Everetts, N.C.

Between Greensboro, N.C., and Stokesdale, N.C.; from Greensboro over U.S. Highway 220 to junction North Carolina Highway 65, thence over North Carolina Highway 65 to Stokesdale, and return over the same route.

Service is authorized to and from the intermediate point of Summersfield, N.C.

Between Greensboro, N.C., and Cedar Falls, N.C.: From Greensboro over U.S. Highway 421 to junction North Carolina Highway 22, thence over North Carolina Highway 22 to Climax, N.C., thence over North Carolina Highway 62 to Julian, N.C., thence over U.S. Highway 421 to Siler City, N.C., thence over U.S. Highway 64 to Ramseur, N.C., thence over Alternate U.S. Highway 64 to junction unnumbered highway beyond Franklinville, N.C., and thence over unnumbered highway to Cedar Falls; from Greensboro over U.S. Highway 421 to Julian, N.C., thence to Cedar Falls as specified above; and return over these routes to Greensboro.

Service is authorized to and from the intermediate points of Pleasant Garden, Julian, Liberty, Staley, Siler City, Ramseur, and Franklinville, N.C.

Between Siler City, N.C., and Sanford, N.C.; from Siler City over U.S. Highway 421 to Sanford, and return over the same route.

Service is authorized to and from the intermediate points of Ponlee, Goldston, and Gulf, N.C.

Conditions: C, F, J.

Sub 219—August 17, 1949. (Supersedes and cancels Certificate issued in Sub 198 March 12, 1942 as amended May 13, 1949 and June 3, 1949.) (Embraced in Sub 198 which also embraces Subs 220, 224, 225.)

General commodities, over regular routes, between junction Ohio Highway 93 and U.S. Highway 30 and junction U.S. Highway 250 and Ohio Highway 212; from junction Ohio Highway 93 and U.S. Highway 30 over U.S. Highway 30 to Massillon, Ohio, thence over U.S. Highway 21 to Navarre, Ohio, thence over U.S. Highway 62 to Justus, Ohio, thence over unnumbered highway to Brewster, Ohio, thence over Ohio Highway 93 to Beach City, Ohio, and thence over Ohio Highway 212 to junction U.S. Highway 250, and return over the same route.

Service is authorized to and from the intermediate point of Navarre, Ohio.

Between junction U.S. Highway 62 and Ohio Highway 515 and Walnut Creek, Ohio; from junction U.S. Highway 62 and Ohio Highway 515 over Ohio Highway 515 to Walnut Creek, and return over the same route.

Service is not authorized to or from intermediate points.

Between Newark, Ohio, and Willard, Ohio; from Newark over Ohio Highway 13 to Fredericktown, Ohio, thence over Ohio Highway 95 to Butler, Ohio, thence over Ohio Highway 97 to Lexington, Ohio, thence over U.S. Highway 42 to Mansfield, Ohio, thence over Ohio Highway 39 to Shelby, Ohio, thence over Ohio Highway 61 to New Haven, Ohio, thence over U.S. Highway 224 to junction unnumbered highway, and thence over unnumbered highway to Willard, and return over the same route.

Service is authorized to and from the intermediate points of Vanatta, Utica, Mt. Vernon, Fredericktown, Ankenytown, Butler, Belleville, Lexington, Mansfield, Shelby and Plymouth, Ohio.

Between Cadiz, Ohio, and Dennison, Ohio; from Cadiz over Ohio Highway 9 to Jewett, Ohio, thence over Ohio Highway 151 to Bowerston, Ohio, thence over Ohio Highway 212 to Sherrodsville, Ohio, thence over Ohio Highway 39 to Roswell, Ohio, thence over unnumbered highway via Midvale, Ohio, to junction Ohio Highway 8, and thence over Ohio Highway 8 to Dennison; from Cadiz over U.S. Highway 250, via Station 15, Ohio,

to Dennison; from Cadiz to Bowerston, as specified above, thence over Ohio Highway 151 to Station 15, and thence to Dennison as specified above; and return over these routes to Cadiz.

Service is authorized to and from the intermediate point of Sherrodsville, Ohio.

Between Blanchester, Ohio, and Hillsboro, Ohio; from Blanchester over Ohio Highway 28 to junction U.S. Highway 68, thence over U.S. Highway 68 to Westboro, Ohio, thence over unnumbered highway to junction Ohio Highway 134, thence over Ohio Highway 134 to Lynchburg, Ohio, thence over Ohio Highway 135 to Allensburg, Ohio, and thence over U.S. Highway 50 to Hillsboro; from Blanchester to Westboro as specified above, thence over U.S. Highway 68 to junction Ohio Highway 251, thence over Ohio Highway 251 to junction U.S. Highway 50, and thence over U.S. Highway 50 to Allensburg, Ohio, and thence to Hillsboro as specified above; and return over these routes to Blanchester.

Service is authorized to and from the intermediate points of Midland and Lynchburg, Ohio.

Conditions: B, F, H.

Sub 220; Sub 224; Sub 225—See Sub 219.

Sub 230—January 30, 1942.

General commodities, over a regular route, between Muskegon, Mich., and Grand Rapids, Mich.; from Muskegon, over U.S. Highway 16 to Grand Rapids, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, F, J.

Sub 232—June 17, 1952. (Supersedes and cancels Certificate issued October 10, 1941.)

General commodities, moving in express service, over a regular route, between Allegan, Mich., and Constantine, Mich.; from Allegan over Michigan Highway 89 to Plainwell, Mich., and thence over U.S. Highway 131 to Constantine, and return over the same route.

Service is authorized to and from the intermediate points of Otsego, Plainwell, Kalamazoo, Schoolcraft, and Three Rivers, Mich.

Conditions: B, F (by rail or airplane), H.

Sub 233—December 26, 1944. (Also embraces Sub 579.)

General commodities, over a regular route, between Jackson, Mich., and Centerville, Mich.; from Jackson over Michigan Highway 60 to Leonidas, Mich., thence over unnumbered highway to Colon, Mich., and thence over Michigan Highway 86 to Centerville, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Athens, Colon, Leonidas, Litchfield, Union City, Tekonsha, Homer, Concord, and Spring Arbor, Mich., without restriction; and Sturgis, Mich., restricted to delivery to the rail station.

Conditions: A, E, G.

Sub 235—December 18, 1941. (Also embraces Subs 236, 237, 238, 239.)

General commodities, over regular routes, between Winston-Salem, N.C., and Mt. Airy, N.C.; from Winston-Salem over U.S. Highway 52 to Mt. Airy, and return over the same route.

Service is authorized to and from the intermediate points of King and Pilot Mountain, N.C.

Between Weldon, N.C., and Williamston, N.C., as follows: From Weldon over U.S. Highway 301 to junction North Carolina Highway 561, thence over North Carolina Highway 561 to junction U.S. Highway 258, thence over U.S. Highway 258 to Scotland Neck, N.C., thence over North Carolina Highway 125 to Oak City, N.C., thence over North Carolina Highway 11 to Hassell, N.C., thence

over unnumbered highway to Gold Point, N.C., thence over North Carolina Highway 903 to Robersonville, N.C., and thence over U.S. Highway 64 to Williamston; from Weldon over U.S. Highway 301 to junction North Carolina Highway 125, thence over North Carolina Highway 125 to Scotland Neck, N.C., and thence to Williamston as specified above; from Weldon to Oak City as specified above, thence over North Carolina Highway 125 to junction North Carolina Highway 903, thence over North Carolina Highway 903 to Gold Point, N.C., and thence to Williamston as specified above; and return over these routes to Weldon.

Service is authorized to and from the intermediate points of Tillery, Scotland Neck, Hobgood, Oak City, Hassell, Hamilton, Robersonville, and Everetts, N.C.

Between Greensboro, N.C., and Stokesdale, N.C.; from Greensboro over U.S. Highway 220 to junction North Carolina Highway 65, thence over North Carolina Highway 65 to Stokesdale, and return over the same route.

Service is authorized to and from the intermediate point of Summerfield, N.C.

Between Greensboro, N.C., and Cedar Falls, N.C.; from Greensboro, over U.S. Highway 421 to junction North Carolina Highway 22, thence over North Carolina Highway 22 to Climax, N.C., thence over North Carolina Highway 62 to Julian, N.C., thence over U.S. Highway 421 to Siler City, N.C., thence over U.S. Highway 64 to Ramseur, N.C., thence over Alternate U.S. Highway 64 to junction unnumbered highway beyond Franklinville, N.C., and thence over unnumbered highway to Cedar Falls; from Greensboro over U.S. Highway 421 to Julian, N.C., thence to Cedar Falls as specified above; and return over these routes to Greensboro.

Service is authorized to and from the intermediate points of Pleasant Garden, Julian, Liberty, Staley, Siler City, Ramseur, and Franklinville, N.C.

Between Siler City, N.C., and Sanford, N.C.; from Siler City over U.S. Highway 421 to Sanford, and return over the same route.

Service is authorized to and from the intermediate points of Ponce, Goldston, and Gulf, N.C.

Conditions: D, F, J.

Sub 246—October 8, 1941.

General commodities, moving in railway express service, over a regular route, between St. Albans, Vt., and Richford, Vt.; from St. Albans over Vermont Highway 105 to Richford, and return over the same route.

Service is authorized to and from all intermediate points.

Conditions: A, E, G.

Sub 249—December 18, 1941.

Express matter over a regular route, between Providence, R.I., and Bristol, R.I.; from Providence over Rhode Island Highway 103 to junction Rhode Island Highway 114, thence over Rhode Island Highway 114 to Bristol, and return over the same route.

Service is authorized to and from the intermediate points of Riverside, West Barrington, Barrington, and Warren, R.I.

Conditions: D, F, J.

Sub 250—December 18, 1941.

General commodities, over a regular route, between Providence, R.I., and West Warwick, R.I.; from Providence over Rhode Island Highway 3 to West Warwick, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, F, J.

Sub 251—January 4, 1943. (Supersedes and cancels Certificate issued September 18, 1941.)

General commodities, moving in railway express service, over a regular route, between Hornell, N.Y., and Olean, N.Y.; from Hornell over New York Highway 36 to Andover, N.Y., thence over New York Highway 17 to Wells-

ville, N.Y., thence over New York Highway 19 to Belvidere, N.Y., thence over New York Highway 406 to Scotts Corners, N.Y., and thence over New York Highway 16 to Olean, and return over the same route.

Service is authorized to and from the intermediate points of Almond, Alfred Station, Andover, Wellsville, Scio, Belmont, Friendship, Cuba, and Hinsdale, N.Y.

Conditions: A, E, G.

Sub 253—September 16, 1941.

General commodities, moving in railway express service, over a regular route, between Poughkeepsie, N.Y., and Millbrook, N.Y.; from Poughkeepsie over U.S. Highway 44 to Millbrook, and return over the same route.

Service is authorized to and from the intermediate point of Pleasant Valley, N.Y.

Conditions: A, E, G.

Sub 258—March 3, 1942. (Also embraces Sub 260.)

Regular routes: General commodities, between points in West Virginia, as follows: From Clarksburg over Harrison County Secondary Highway 25 to Harrison-Lewis County, W. Va., line, thence over Lewis County Secondary Highway 3 to junction U.S. Highway 19, thence over U.S. Highway 19 to Weston, W. Va. (also from Clarksburg over U.S. Highway 19 to Weston), thence over U.S. Highway 119 to Buckhannon; from Clarksburg over West Virginia Highway 20 to New Martinsville; and return over the above-specified routes to Clarksburg and Grafton.

Service is authorized to and from the intermediate points of Byron, Lost Creek, McWhorter, Jane Lew, Weston, Horner, Goodhope, Lorentz, Philippi, Beilington, Junior, Harding, Norton, Hepzibah, Lumberport, Dola, Brown, Wallace, Rinehart, Folsom, Smithfield, Jacksonburg, Hastings, Pine Grove, Reader, and Porters Falls, W. Va.

Conditions: B, F (by railroad or aircraft), H.

Sub 261—September 18, 1941.

General commodities, moving in railway express service, over a regular route, between Durant, Miss., and Lexington, Miss.; from Durant over U.S. Highway 51 to junction Mississippi Highway 12, thence over Mississippi Highway 12 to Lexington, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 263—December 18, 1941. (Also embraces Sub 264.)

General commodities, over regular routes, between Albany, Ga., and Thomasville, Ga.; from Albany over U.S. Highway 19 to Thomasville, and return over the same route.

Service is authorized to and from the intermediate points of Putney, Baconton, Flint, Camilla, Pelham, Meigs, and Ochlocknee, Ga., restricted to traffic moving to or from Albany or Thomasville. No traffic shall be transported between Albany and Thomasville.

Between Barnesville, Ga., and Thomaston, Ga.; from Barnesville over Georgia Highway 72 to Thomaston, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 268—February 12, 1942. (Embraced in Sub 267.)

General commodities, over regular routes, between Milwaukee, Wis., and Waukesha, Wis.; from Milwaukee over U.S. Highway 18 to Waukesha, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, E, J.

Sub 269—September 29, 1949. (Supersedes and cancels Certificate issued September 27, 1941.) (Also embraces 934.)

General commodities, including dangerous explosives, commodities of unusual value,

household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment, and including corpses and any and all other matter constituting express matter over regular routes, between Berlin, Wis., and Oshkosh, Wis.; from Berlin over Wisconsin Highway 116 to junction Wisconsin Highway 110 (approximately 0.5 of a mile northwest of Butte des Morts), thence southeastwardly over Wisconsin Highway 110 to Oshkosh, and return over the same route.

Service is authorized to and from the intermediate points of Waukau, Omro, and Winneconne, Wis.

Conditions: B, F, H.

Sub 270—September 29, 1941.

General commodities, moving in railway express service, over a regular route, between Galena, Ill., and Platteville, Wis.; from Galena over Illinois Highway 80 to the Illinois-Wisconsin State Line, thence over Wisconsin Highway 80 to Platteville, and return over the same route.

Service is authorized to and from the intermediate point of Cuba City, Wis.

Conditions: A, E, G.

Sub 275—October 23, 1941.

General commodities, over a regular route, between Indianapolis, Ind., and Hamilton, Ohio; from Indianapolis over U.S. Highway 52 to Rushville, Ind., thence over Indiana Highway 44 to Liberty, Ind., thence over U.S. Highway 27 to McGonigle, Ohio, thence over Ohio Highway 130 to junction Ohio Highway 177, and thence over Ohio Highway 177 to Hamilton, Ohio, and return over the same route.

Service is authorized to and from all intermediate points, and the off-route point of Brownsville, Ind.

Conditions: B; Shipments transported by said carrier shall be limited to those moving on said carrier's through bill of lading, or express receipt, covering in addition to motor carrier movement by said carrier an immediately prior or immediately subsequent movement by rail or airplane except where the movement originates and terminates at points on, including Brownsville, Ind., and is over, the specified route; such further special conditions as the Commission, in the future, may find it necessary to impose in order to restrict said carrier's operations by motor vehicle to service which is auxiliary to, or supplemental of, railway express or air service.

Sub 340—December 5, 1941.

General commodities, over a regular route, between Kingsport, Tenn., and Duffield, Va.; from Kingsport over U.S. Highway 23 to Duffield, and return over the same route.

Service is authorized to and from the intermediate points of Gate City and Clinchport, Va.

Conditions: B; F (by rail or airplane), except where the movement originates and terminates at points on and is over the above specified route; H.

Sub 342—August 5, 1941.

General commodities, moving in railway express service, over a regular route, between Hattiesburg, Miss., and Natchez, Miss.; from Hattiesburg over Mississippi Highway 42 to junction U.S. Highway 84, thence over U.S. Highway 84 to Natchez, and return over the same route.

Service is authorized to and from all intermediate points, and the off-route points of Wanilla and Sontag, Miss.

Conditions: A, E, G.

Sub 346—October 10, 1950. (Also embraces Sub 1002.)

General Commodities, moving in express service, over regular routes, between Springfield, Ill., and Kinderhook, Ill.; from Springfield over U.S. Highway 36 to Kinderhook.

Service is authorized to and from the intermediate points of Curran, New Berlin,

Alexander, Jacksonville, Pittsfield, and Barry, Ill., and the off-route points of Valley City, Griggsville, and Baylis, Ill.

Between Jacksonville, Ill., and Bowen, Ill.; from Jacksonville over Illinois Highway 104 to Meredosia, Ill., thence over Illinois Highway 69 to Mount Sterling, Ill., thence over U.S. Highway 24 to junction Illinois Highway 102 east of Camp Point, Ill., thence over Illinois Highway 102 to junction Illinois Highway 61 west of Chatton, Ill., and thence over Illinois Highway 61 to Bowen.

Service is authorized to and from the intermediate points of Chapin, Meredosia, Versailles, Hersman, Mount Sterling, Time-well, Clayton, and Golden, Ill., and the off-route point of Bluffs, Ill. Return over these routes.

Conditions: C, F, I.

Sub 351—January 23, 1942.

General commodities, over a regular route, between East St. Louis, Ill., and Terre Haute, Ind.; from East St. Louis over Alternate U.S. Highway 67 to Granite City, Ill., thence over City U.S. Highway 66 to Nameoki, Ill., thence over unnumbered highway to junction Alternate U.S. Highway 67, thence over Alternate U.S. Highway 67 to East Alton, Ill., thence over unnumbered highways via Bethalto, Moro, and Dorsey, Ill., to junction Illinois Highway 112, thence over Illinois Highway 112 to junction Illinois Highway 38, thence over Illinois Highway 38 to junction Illinois Highway 4, thence over Illinois Highway 4 to Gillespie, Ill., thence over unnumbered highways to Litchfield, Ill., thence over Illinois Highway 16 to Paris, Ill., thence over U.S. Highway 160 to junction unnumbered highway, thence over unnumbered highway via Vermilion, Ill., to the Illinois-Indiana State line, thence over unnumbered highway via Sanford and St. Marys, Ind., to junction U.S. Highway 150, and thence over U.S. Highway 150 to Terre Haute, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Paris, Kansas, Ashmore, Charleston, Gays, Windsor, Middlesworth, Shelbyville, Tower-Hill, Pana, Rosamond, Ohlman, Namecki, Witt, Irving, Hillsboro, Litchfield, Gillespie, Bunker Hill, East Alton, Wood River, Mitchell, Nokomis, Granite City, Vermilion, Dudley, Butler, Dorchester, Dorsey, Moro, and Bethalto, Ill., and Sanford and St. Marys of the Woods, Ind., without restriction; and Mattoon, Ill., restricted against traffic originating at Mattoon and destined to Terre Haute or originating at Terre Haute and destined to Mattoon.

Service is not authorized on traffic originating at Terre Haute, Ind., and destined to East St. Louis, Ill., or originating at East St. Louis, and destined to Terre Haute.

Conditions: B, F (by rail or airplane), except where the movement originates and terminates at points on, including the off-route points herein authorized, and is over, the specified route; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to or supplemental of, railway express or air service.

Sub 352—February 4, 1942.

General commodities, over a regular route, between Harrisburg, Ill., and Cairo, Ill.; from Harrisburg over U.S. Highway 45 to Vienna, Ill., thence over Illinois Highway 146 to West Vienna, Ill., thence over Illinois Highway 37 to Mound City, Ill., and thence over U.S. Highway 51 to Cairo, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Carriers Mills, Stonefort, New Burnside, Vienna, Grand Chain, Olmsted, Mound City, Tunnel Hill, Karnak, and America, Ill.

Conditions: A, E, G.

Sub 354—February 6, 1942.

General commodities, over a regular route, between Lebanon, Ohio, and junction U.S. Highway 22 and unnumbered highway approximately three miles southwest of Foster, Ohio; from Lebanon over Ohio Highway 48 to junction U.S. Highway 22, and thence over U.S. Highway 22 to junction unnumbered highway approximately 3 miles southwest of Foster, Ohio, and return over the same route.

Service is authorized to and from the intermediate points of Foster and South Lebanon, Ohio.

Conditions: B, P (by railroad or by aircraft), H.

Sub 355—March 16, 1942.

General commodities, over a regular route, between Hardinsburg, Ky., and Cloverport, Ky.; from Hardinsburg over U.S. Highway 60 to Cloverport, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 356—January 8, 1946. (Also embraces Sub 359.)

Express matter, moving in express service, over regular routes, between Springfield, Ill., and Waggoner, Ill.; from Springfield over U.S. Highway 66 to Waggoner, and return over the same route.

Service is authorized to and from the intermediate points of Glenarm, Divernon and Farmersville, Ill.

Between Springfield, Ill., and Palmyra, Ill.; from Springfield over Illinois Highway 4 to Auburn, Ill., thence over Illinois Highway 104 to Waverly, Ill., thence over Illinois Highway 111 to Palmyra, and return over the same route.

Service is authorized to and from the intermediate point of Modesto, Ill.

Conditions: A, E, G.

Sub 357—June 15, 1943.

General commodities, in express service, over a regular route, between Fremont and Norwalk, Ohio; from Fremont over U.S. Highway 20 to Norwalk, and return over the same route.

Service is authorized to and from the intermediate points on the above-specified route which are presently authorized in Docket No. MC 65562 Sub 92.

Conditions: D, F (by rail or aircraft), J.

Sub 374—April 20, 1942.

General commodities, over regular routes, between Clarksdale, Miss., and Jackson, Miss.; from Clarksdale over U.S. Highway 49 to Tutwiler, Miss., thence over U.S. Highway 49E to Yazoo City, Miss., and thence over U.S. Highway 49 to Jackson, and return over the same route.

Conditions: D, E, J.

Sub 375—April 27, 1942.

General commodities, over a regular route, between Vicksburg, Miss., and Natchez, Miss.; from Vicksburg over U.S. Highway 61 to Natchez, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Yokena, Port Gibson, Russum, Lorman, Harrison, Fayette, Selma, Stanton, and Cannonsburg, Miss.

Conditions: D, E, J.

Sub 379—July 28, 1942.

General commodities, over a regular route, between Tahoe Wharf, Calif., and the California-Nevada State line and Glenbrook, Nev., as follows: From Tahoe Wharf over California Highway 39 to the California-Nevada State line; from Tahoe Wharf over California Highway 89 to junction U.S. Highway 50, thence over U.S. Highway 50 to junction unnumbered highway, and thence over unnumbered highway to Glenbrook; and return over these routes to Tahoe Wharf.

Service is authorized to and from all intermediate points; and off-route points within one mile of the above-specified routes.

Conditions: A, E, G.

Sub 380—May 11, 1945.

Express matter moving in express service, over a regular route, between Saginaw, Mich., and Jackson, Mich.; from Saginaw over Michigan Highway 47 to junction unnumbered highway east of Bennington, Mich., thence over unnumbered highway via Bennington, Laingsburg, and Bath, Mich., to junction U.S. Highway 27, thence over U.S. Highway 27 to Lansing, Mich., and thence over U.S. Highway 127 to Jackson, and return over the same route.

Service is authorized to and from the intermediate points of St. Charles, Owosso, Laingsburg, Lansing, Mason, and Leslie, Mich., and to and from the off-route points of Chesaning and Rives Junction, Mich.

Conditions: B, P: No shipments shall be transported by said carrier between any of the following points, or through or to or from more than one of such points: Saginaw, Owosso, Lansing, and Jackson, Mich.; H.

Sub 387—July 14, 1942.

General commodities, over a regular route, between Taylorville, Ill., and Pawnee, Ill.; from Taylorville, over Illinois Highway 29 to junction Illinois Highway 104, thence over Illinois Highway 104 to Pawnee, and return over the same route.

Service is authorized to and from the intermediate points of Kincaid and Humphrey, Ill.

Conditions: D, E, J.

Sub 388—July 15, 1942.

General commodities, over a regular route, between Carrollton, Ill., and Eldred, Ill.; from Carrollton over Illinois Highway 108 to Eldred, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, E, J.

Sub 397—June 17, 1947. (Supersedes and cancels Certificate issued July 9, 1943.) (Also embraces Sub 702.)

General commodities, over regular routes, between Newark, N.J., and New York, N.Y.; from Newark over New Jersey Highway 25 to Jersey City, N.J., and thence by ferry to New York (also by Holland Tunnel to New York) (also from Jersey City over city streets to Hoboken, N.J., and thence by ferry to New York), and return over the same routes.

Service is authorized to and from the intermediate and off-route points of Jersey City, Hoboken and Weehawken, N.J., restricted to traffic moving to or from Newark.

Conditions: D: Shipments transported by said carrier shall be limited to those moving on a through bill of lading or express receipt covering, in addition to a motor carrier movement by said carrier, an immediately prior or immediately subsequent movement by rail, air, or water, except that the requirement for an immediately prior or immediately subsequent movement by rail, air, or water shall not apply (1) to articles of unusual value, or (2) to any other commodity when moving in shipments of 300 pounds or less; J.

Sub 398—July 29, 1942.

Regular routes: General commodities, moving in express service, between Nampa, Idaho, and Kuna, Idaho; from Nampa over unnumbered highway to Kuna, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, E, J.

Sub 402—August 4, 1942.

General commodities, over a regular route, between Sulphur, Okla., and Davis, Okla.; from Sulphur over Oklahoma Highway 7 to Davis, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, E, J.

Sub 419—October 24, 1942.

General commodities, over a regular route, between Escanaba, Mich., and Gladstone, Mich.; from Escanaba over U.S. Highway 2 to junction U.S. Highway 41, and thence over U.S. Highway 41 to Gladstone, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, E, J; The service herein granted is subject to the further condition that said carrier shall conduct such operations in its own vehicles or in leased vehicles under arrangements which meet the requirements of the Commission.

Sub 463—May 21, 1943.

General commodities, moving in express service, over a regular route, between Truckee, Calif., and Tahoe Tavern and Tahoe Wharf; from Truckee over U.S. Highway 40 to junction California Highway 89, thence over California Highway 89 to Tahoe Tavern and Tahoe Wharf; and return over the same route.

Conditions: D, F (by railroad or airplane), J.

Sub 474—November 17, 1943.

General commodities, moving in express service, over regular routes, for operating convenience only, between junction Ohio Highway 3 and Ohio Highway 226, and Loudonville, Ohio; from junction Ohio Highway 3 and Ohio Highway 226, over Ohio Highway 3 to Loudonville, and return over the same route.

Between junction Ohio Highway 179 and Ohio Highway 226, and junction Ohio Highway 3 and Ohio Highway 179; from junction Ohio Highway 179 and Ohio Highway 226 over Ohio Highway 179 to junction Ohio Highway 3, and return over the same route.

Service is not authorized to or from the intermediate points.

Conditions: A, E, G.

Sub 479—June 28, 1945. (Supersedes and cancels Certificate issued July 1, 1943.)

General commodities, moving in express service, over regular routes, between Canton, Ohio, and Dover, Ohio, from Canton over an unnumbered highway to junction U.S. Highway 250, and thence over U.S. Highway 250 to Dover, and return over the same route.

Service is authorized to and from the intermediate point of Bolivar, Ohio.

Conditions: B, F (by rail or by aircraft), H.

Sub 507—October 9, 1943.

Regular routes: General commodities, moving in express service, between Glenbrook, Nev., and the California-Nevada State line; from Glenbrook over unnumbered highway to junction U.S. Highway 50, thence over U.S. Highway 50 to junction Nevada Highway 28, thence over Nevada Highway 28 to the California-Nevada State line, near Brockway, Calif., and return over the same route.

Service is not authorized to or from the intermediate points.

Conditions: D, F (by railroad or aircraft), J.

Sub 511—June 3, 1944.

Express matter, moving in express service, between Hillsdale, Mich., and Fort Wayne, Ind.; from Hillsdale over Michigan Highway 99 to junction unnumbered highway approximately 6 miles south of Hillsdale, thence over unnumbered highway to Reading, Mich., thence over Michigan Highway 49 to junction unnumbered highway approximately 5 miles south of Reading, thence over unnumbered highway through Montgomery, Mich., and Ray, Ind., to junction Indiana Highway 120 approximately 3 miles east of Fremont, Ind.,

thence over Indiana Highway 120 to Fremont, thence over Indiana Highway 827 to junction U.S. Highway 27, thence over U.S. Highway 27 to Auburn, Ind., thence over Indiana Highway 427 to junction Indiana Highway 1, thence over Indiana Highway 1 to Fort Wayne, and return over the same route, serving the intermediate points of Reading and Montgomery, Mich., and Ray, Fremont, Angola, Pleasant Lake, Waterloo, and Auburn, Ind.

Conditions: D, F (between Hillsdale, Mich., and Fort Wayne, Ind.); J.

Sub 528—February 12, 1944.

General commodities, moving in express service, over a regular route, between Albany, Oreg., and Corvallis, Oreg.; from Albany over the Linn-Benton County Highway to Corvallis, and return over the same route.

Service is not authorized to or from the intermediate points.

Conditions: Auxiliary to, or supplemental of, air express, railway and railway express service; F: Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air express, railway and railway express service.

Sub 529—February 29, 1944.

General commodities, moving in express service, over a regular route, between Flat Woods, W. Va., and Sutton, W. Va.; from Flat Woods over U.S. Highway 19 to Sutton, and return over the same route.

Service is not authorized to or from the intermediate points.

Conditions: D, F, J.

Sub 551—January 1, 1945.

Express matter, moving in express service, over regular routes, between Gettysburg, Pa., and Aspers, Pa. (railroad station, Bendersville, Pa.); from Gettysburg over Pennsylvania Highway 34 to junction unnumbered highway (north of Floradale, Pa.), thence over unnumbered highway to Aspers (railroad station, Bendersville), and return over the same route.

Service is authorized to and from the intermediate point of Biglerville, Pa.

Conditions: D; Shipments transported by said carrier shall be limited to those moving on a through bill of lading, or express receipt, covering, in addition to a motor carrier service by said carrier, an immediately prior or immediately subsequent movement by rail, or by substituted motor service for rail service, or air; J.

Sub 583—June 8, 1945.

Express matter moving in express service, over regular routes, between Canton, Ohio, and junction Ohio Highway 43 and Ohio Highway 628; from Canton, Ohio over Ohio Highway 43 to junction Ohio Highway 628, and return over the same route.

Between Canton, Ohio, and Middlebranch, Ohio; from Canton over unnumbered highway (known as Martindale Road) to Middlebranch, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: C, F, H.

Sub 587—October 14, 1944.

General commodities, over a regular route, between Beaumont, Tex., and Port Arthur, Tex.; from Beaumont over U.S. Highway 69 to junction unnumbered highway (formerly U.S. Highway 69) at a point approximately 5 miles southeast of Beaumont, thence over unnumbered highway via Nederland, Tex., to Port Arthur, and return over the same route.

Service is authorized to and from all intermediate points.

Conditions: A, E, G.

Sub 589—June 28, 1945.

General commodities, moving in express service, over a regular route, between Bolivar, Ohio, and Zoarville, Ohio; from Bolivar over

Ohio Highway 212 to Zoarville, and return over the same route.

Service is authorized to and from the intermediate point of Zoar, Ohio.

Conditions: A, E, G.

Sub 603—January 4, 1946.

General commodities, moving in express service, over a regular route, between Centralia, Wash., and Hoquiam, Wash.; from Centralia over U.S. Highway 99 to Grand Mound, Wash., thence over Washington Highway 9 to Elma, Wash., thence over U.S. Highway 410 to Aberdeen, Wash., and thence over U.S. Highway 101 to Hoquiam, and return over the same route.

Service is authorized to and from the intermediate points of Aberdeen and Cosmopolis, Wash.

Conditions: D, F, J.

Sub 609—September 14, 1945.

General commodities, moving in express service, over a regular route, between Suffern, N.Y., and Spring Valley, N.Y.; from Suffern over New York Highway 59 to Spring Valley, and return over the same route.

Service is authorized to and from the intermediate point of Monsey, N.Y.

Conditions: Auxiliary to, or supplemental of, air or rail express service; F: Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air or rail express service.

Sub 622—October 23, 1945.

General commodities, moving in express service, over an alternate route, in connection with said carrier's regular route operations between Lodi and Seville and Ashland and Seville, Ohio, authorized in certificates issued in No. MC 66562 (Sub-No. 93) and No. MC 66562 (Sub-No. 69) respectively, between Sterling, Ohio, and junction U.S. Highway 224 and unnumbered highway (northwest of Seville, Ohio); from Sterling over unnumbered highway to junction U.S. Highway 224, and return over the same route.

Service is authorized to and from the intermediate point of Seville, Ohio.

Conditions: D, E, J.

Sub 628—September 14, 1945.

General commodities, moving in express service, over a regular route, between Marked Tree, Ark., and Lepanto, Ark.; from Marked Tree over Arkansas Highway 40 to Lepanto, and return over the same route.

Service is not authorized to or from the intermediate points.

Conditions: A, E, G.

Sub 629—October 30, 1950.

General commodities, moving in express service, over a regular route, between Hinton, W. Va., and Oak Hill, W. Va.; from Hinton over West Virginia Highway 3 to Shady Spring, W. Va., thence over U.S. Highway 21 to Sylvania, W. Va., thence over West Virginia Highway 3 to Beckley, W. Va.; thence over West Virginia Highway 16 to Skelton, W. Va., thence over U.S. Highway 21 to Oak Hill, and return over the same route.

Service is authorized to and from the intermediate points of Beckley and Mt. Hope, W. Va., and the off-route points of Mabscott, Raleigh, and Scarbro, W. Va.

Conditions: A, E, G.

Sub 642—October 30, 1945.

General commodities, moving in express service, over a regular route, between Lebanon, Ohio, and Waynesville, Ohio; from Lebanon over U.S. Highway 42 to Waynesville, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: Auxiliary to, or supplemental of, air or rail express service; F: At Cincinnati, Ohio; further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air or rail express service.

Sub 644—July 19, 1946.

General commodities, moving in express service, over regular routes, between Deerwood, Minn., and Ironton, Minn.; from Deerwood over U.S. Highway 210 to Ironton, and return over the same route.

Service is authorized to and from the intermediate point of Crosby, Minn.
Conditions: B, F, H.

Sub 649—January 17, 1946.

General commodities, moving in express service, over regular routes, between Baltimore, Md., and Annapolis, Md.: From Baltimore over Maryland Highway 2 to Annapolis (also over Maryland Highway 170 from Baltimore to Linthicum, Md., thence over U.S. Highway 301 to Glen Burnie, Md., and thence over Maryland Highway 2 to Annapolis) and return over the same route.

Service is authorized to or from the intermediate points of Linthicum, Glen Burnie, and Severna Park, Md.

Conditions: D; Shipments transported by said carrier shall be limited to those moving on through bills of lading, or express receipt, covering, in addition to a motor-carrier movement by said carrier, an immediately prior or immediately subsequent movement by rail, air, or substituted motor-for-rail service; J.

Sub 659—December 29, 1945.

General commodities, moving in express service, over a regular route, between Youngstown, Ohio, and Hubbard, Ohio: From Youngstown over U.S. Highway 62 to Hubbard, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, F, J.

Sub 670—January 11, 1946.

General commodities, moving in express service, over regular routes, between Wolfeboro, N.H., and Sanbornville, N.H.; from Wolfeboro over New Hampshire Highway 28 to Wolfeboro Center, N.H., thence over New Hampshire Highway 109 to Sanbornville, and return over the same route.

Conditions: D, F, J.

Sub 671—January 29, 1946.

General commodities, moving in express service.

Service is authorized to and from the off-route points of Woodland, Houtzdale, Madera, and Wallaceton, Pa., in connection with said carrier's regular route operation previously authorized in No. MC 66562 Sub 410.

Conditions: D, F, J.

Sub 679—March 31, 1946.

General commodities, moving in express service, over a regular route, between Effingham, Ill., and Palestine, Ill.; from Effingham over Illinois Highway 33 to Palestine and return over the same route.

Service is authorized to and from the following intermediate or off-route points: Dietrich, Wheeler, Newton, Willow Hill, Oblong, Stoy, and Robinson, Ill.

Conditions: B; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, rail or air express service.

Sub 687—April 23, 1946.

General commodities, over a regular route, between Alexandria, Va., and Washington, D.C.; from Alexandria over U.S. Highway 1 to Washington, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: B, H, J.

Sub 689—April 9, 1946.

General commodities, moving in express service, over regular routes, between New Albany, Ind., and Louisville, Ky.; from New Albany over U.S. Highway 150 to Louisville; (also from New Albany over U.S. Highway

31W, an alternate route, for operating convenience only) and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: B, F.

Sub 698—July 12, 1946.

General commodities, moving in express service, over regular routes.

Service is authorized to and from Scio, Bowerstown, and Midvale, Ohio, as intermediate points in connection with said carrier's otherwise authorized regular-route operations between Cadiz and Dennison, Ohio, and subject to the same conditions.

Conditions: B, F, H.

Sub 707—June 6, 1946.

Express matter, moving in express service, over regular routes, between Norfolk, Va., and Newport News, Va.; from Norfolk over U.S. Highway 60 across the James River to junction Virginia Highway 258, thence over Virginia Highway 258 via Phoebus, Va., to junction Virginia Highway 168, thence over Virginia Highway 168 to Newport News, and return over the same route. (also as an alternate route for operating convenience only from Newport News over Virginia Highway 165 across the James River to Norfolk).

Service is authorized to and from the intermediate point of Phoebus, Va.

Conditions: B, F, H.

Sub 710—September 27, 1946.

General commodities, moving in express service, over regular routes, between Hattiesburg, Miss., and Sumrall, Miss.; from Hattiesburg over U.S. Highway 49 to junction unnumbered County Highway (about 10 miles northwest of Hattiesburg), and thence over unnumbered County Highway to Sumrall, and return over the same route.

Service is authorized to or from intermediate points.

Conditions: B, F, H.

Sub 722—August 2, 1946.

General commodities moving on government bills of lading, and personal effects of military personnel, over regular routes, between St. Louis, Mo., and Scott Field, Ill.; from St. Louis over U.S. Highway 50 to East St. Louis, Ill., thence over Illinois Highway 15 to Belleville, Ill., and thence over U.S. Highway 161 to Scott Field, and return over the same route.

Service is authorized to and from the intermediate point of Belleville, Ill.

Conditions: D, P, J.

Sub 725—September 25, 1946.

General commodities, moving in express service, over regular routes, between Spokane, Wash., and the U.S. Army Air Corps Maintenance and Supply Depot, at Galena, Wash.; from Spokane over U.S. Highway 10 to the U.S. Army Air Corps Maintenance and Supply Depot at Galena.

Service is not authorized to or from intermediate points.

Return over these routes.

Conditions: Auxiliary to, or supplemental of, air railway express service; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air railway express service.

Sub 731—October 8, 1946.

General commodities, moving in express service, over regular routes, between Cincinnati, Ohio, and Lockland, Ohio; from Cincinnati over Spring Grove Avenue to intersection Vine Street, thence over Vine Street to intersection Anthony Wayne Avenue, and thence over Anthony Wayne Avenue to Lockland, and return over the same route.

Conditions: Auxiliary to, or supplemental of, rail or air express service; F, J.

Sub 735—January 23, 1947.

General commodities, moving in express service, over a regular route, between East

Jordan, Mich., and Ellsworth, Mich.; from East Jordan over an unnumbered highway to Ellsworth, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, F, J.

Sub 736—September 18, 1946.

General commodities, moving in express service.

Service is authorized to and from Sturgis, Mich., as an off-route point in connection with said carrier's otherwise authorized regular route operation between Jackson, Mich., and Centerville, Mich.

Conditions: D, E, J.

Sub 737—October 3, 1946.

General commodities, moving in express service, over regular routes, between Seattle, Wash., and Bremerton, Wash.; from Seattle by ferry across Puget Sound to Bremerton, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, F, J.

Sub 739—December 30, 1946.

General commodities, moving in express service, over regular routes, between Washington, Ga., and Lincolnton, Ga.; from Washington over Georgia Highway 17 to junction Georgia Highway 47, thence over Georgia Highway 47 to Lincolnton, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: B, F, H.

Sub 750—December 19, 1946.

General commodities, moving in express service, over regular routes, between Bonneville, Wyo., and Lander, Wyo.; from Bonneville over unnumbered highway to junction U.S. Highway 20, thence over U.S. Highway 20 to Shoshoni, thence over Wyoming Highway 320 to Lander, and return over the same route.

Service is authorized to and from the intermediate points of Shoshoni and Riverton, Wyo.

Conditions: D, F, J.

Sub 766—May 26, 1947.

General commodities, moving in express service, over regular routes, between Mullens, W. Va., and Oceana, W. Va., as follows: From Mullens over West Virginia Highway 16 to junction West Virginia Highway 10, thence over West Virginia Highway 10 to Oceana, and return over the same route.

Service is authorized to and from the intermediate point of Pineville, W. Va.

From Mullens over unnumbered highways via Saulsville and Ravencliff, W. Va., to Jesse, W. Va., thence over West Virginia Highway 10 to Oceana, and return over the same route.

Service is not authorized to or from the intermediate points.

Between Oceana, W. Va., and Glen Rogers, W. Va.; from Oceana over West Virginia Highway 10 to Jesse, W. Va., thence over unnumbered highways via Ravencliff and McGraws, W. Va., to Glen Rogers, and return over the same route.

Service is not authorized to or from the intermediate points.

Conditions: D, F (by railroad or aircraft), J.

Sub 785—August 18, 1947.

General commodities, moving in express service, over a regular route, between Trenton, N.J., and Fort Dix, N.J.; from Trenton over U.S. Highway 206 to junction New Jersey Highway 398, thence over New Jersey Highway 398 to junction unnumbered highway a fraction of a mile south of Georgetown, N.J., thence over unnumbered highway to Fort Dix, and return over the same route.

Service is not authorized to or from the intermediate points.

Conditions: D, F, J.

Sub 788—September 17, 1947.

Fish, shellfish, shellfish meats, and fish roe (except live fish), fresh, frozen, salted, smoked, dried, cured, or canned, and empty containers therefor, over a regular route, between Los Angeles, Calif., and San Pedro, Calif.; from Los Angeles over city streets and connecting highways through Compton, Lynwood, Long Beach, and Wilmington, Calif., to San Pedro, and return over the same route.

Service is authorized to and from the intermediate points of Compton, Lynwood, Long Beach, and Wilmington, Calif.

Conditions: D, F, J.

Sub 812—March 10, 1948.

General commodities, moving in express service.

Service is authorized to and from Conotton, Ohio, as an off-route point in connection with its presently authorized regular route operations between Cadiz, Ohio and Dennison, Ohio.

Conditions: D, E, J.

Sub 814—January 8, 1948.

General commodities, moving in express service, over a regular route, between Rantoul, Ill., and Potomac, Ill.; from Rantoul over Illinois Highway 119 to Potomac, and return over the same route.

Service is not authorized to or from intermediate points; service is authorized to and from the off-route points of Gifford, Penfield, and Armstrong, Ill.

Conditions: D, E, J.

Sub 817—April 14, 1948.

Express matter, moving in express service, over regular routes, between Cumberland, Md., and Petersburg, W. Va.; from Cumberland across the Potomac River to Junction West Virginia Highway 28, thence over West Virginia Highway 28 to Romney, W. Va., thence over U.S. Highway 50 to Junction, W. Va., thence over U.S. Highway 220 to Petersburg and return over the same route.

Service is authorized to and from the intermediate points of Romney and Moorefield, W. Va.

Conditions: B; Shipments transported by said carrier shall be limited to those moving between Cumberland on the one hand, and, on the other, Petersburg, Romney, and Moorefield, or to those having a prior or subsequent movement by rail or air to or from Cumberland; G.

Sub 818—November 15, 1949.

General commodities, moving in express service, over a regular route, between Cumberland, Md., and Lonaconing, Md.; from Cumberland over U.S. Highway 40 to Narrows Park, Md., thence over Maryland Highway 36 to Lonaconing, and return over the same route.

Service is authorized to and from the intermediate points of Mt. Savage, and Frostburg, Md.

Conditions: C, F, J.

Sub 829—April 22, 1948.

General commodities, moving in express service over a regular route, between Jackson, Mich., and Junction of Michigan Highways 99 and 60; from Jackson over U.S. Highway 12, to Junction Michigan Highway 99, thence over Michigan Highway 99 to Junction Michigan Highway 60, and return over the same route.

Service is authorized to and from the intermediate point of Albion, Mich.

Conditions: A, E, G.

Sub 846—August 9, 1948.

General commodities, moving in express service, over regular routes, between Vassar, Mich., and Mayville, Mich.; from Vassar, over Michigan Highway 38 to Mayville, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: C, F, H.

Sub 847—August 20, 1948. (Supersedes and cancels Certificate issued in Sub 608, September 7, 1945.) (Embraced in Sub 608.)

General commodities, moving in express service, over regular routes, between Warwick, N.Y., and Goshen, N.Y.; from Warwick over New York Highway 17-A to Junction New York Highway 207, thence over New York Highway 207 to Goshen, and return over the same route.

Service is authorized to and from the intermediate point of Florida, N.Y.

Conditions: D, F, J.

Sub 848—October 7, 1948.

General commodities, moving in express service, over regular routes, between New Kensington, Pa., and Saltsburg, Pa., as follows: From New Kensington, over Pennsylvania Highway 56 to Junction Pennsylvania Highway 256, thence over Pennsylvania Highway 256 to Leechburg, Pa., thence over Pennsylvania Highway 66 via North Vandergrift, Pa., to North Washington, Pa., thence over Pennsylvania Highway 380 to Junction Pennsylvania Highway 819, thence over Pennsylvania Highway 819 to Junction unnumbered highway, thence over unnumbered highway to Junction Pennsylvania Highway 981, thence over Pennsylvania Highway 981 to Junction Pennsylvania Highway 80, and thence over Pennsylvania Highway 80 to Saltsburg, and return over the same route; from New Kensington over the above-specified route to North Vandergrift, Pa., thence over Pennsylvania Highway Alternate 66 to Oklahoma, Pa., thence over Pennsylvania Highway 66 to North Washington, Pa., thence over Pennsylvania Highway 380 to Junction Pennsylvania Highway 80, and thence over Pennsylvania Highway 80 to Saltsburg, and return over the same route.

Service is authorized to and from the intermediate points of Leechburg, Salina, and Vandergrift, Pa.

Conditions: D, F, J.

Sub 852—December 14, 1948.

General commodities, moving in express service, over a regular route, between Trenton, N.J. and Princeton, N.J.; from Trenton over U.S. Highway 206 to Princeton, and return over the same route.

Service is authorized to and from the intermediate point of Lawrenceville, N.J.

Conditions: D, F, J.

Sub 869—November 1, 1957. (Supersedes and cancels Certificate issued January 31, 1957.)

General commodities, moving in express service, between Akron, Ohio, and Columbus, Ohio, serving the intermediate and off-route points of Barberton, Marshallville, Orrville, Apple Creek, Fredericksburg, Holmesville, Millersburg, Killbuck, Danville, Mt. Vernon, Centerburg, Sunbury, and Westerville, Ohio; from Akron over Ohio Highway 5 to Junction Ohio Highway 94, thence over Ohio Highway 94 to Junction U.S. Highway 30, thence over U.S. Highway 30 to Junction unnumbered highway west of East Union, Ohio, thence over unnumbered highway to Apple Creek, Ohio, thence over U.S. Highway 250 to Junction unnumbered highway, thence over unnumbered highway via Fredericksburg and Holmesville, Ohio, to Junction Ohio Highway 76, thence over Ohio Highway 76 to Millersburg, Ohio, thence over U.S. Highway 62 to Danville, Ohio, thence over unnumbered highway to Howard, Ohio, thence over U.S. Highway 36 to Mt. Vernon, Ohio, thence over Ohio Highway 3 to Columbus, and return over the same route.

Between Mt. Vernon, Ohio, and Junction U.S. Highway 30 and unnumbered highway west of East Union, Ohio, serving the intermediate points of Loudonville, and Wooster, Ohio; from Mt. Vernon over Ohio Highway 3

to Wooster, Ohio, thence over U.S. Highway 30 to Junction unnumbered highway west of East Union, and return over the same route. Conditions: D, F, H.

Sub 873—May 14, 1963. (Supersedes and cancels Certificate issued January 19, 1949.) (Also embraces Sub 1854.)

General commodities, except Classes A and B explosives, moving in express service, between Atlanta, Ga., and Rome, Ga., serving the intermediate and off-route points of Chattahoochee, Mableton, Austell, Powder Springs, Dallas, Aragon, Hiram, and Lindale, Ga., but with no service to or from Rome, Ga., except as otherwise authorized; from Atlanta over U.S. Highway 78 to Austell, Ga., thence over Georgia Highway 6 to Rockmart, Ga., thence over Georgia Highway 101 to Rome, and return over the same route.

Between Rome, Ga., and Plainville, Ga., serving the intermediate point of Shannon, Ga.; from Rome over Georgia Highway 53 to Junction unnumbered highway approximately one mile east of Plainville, thence over unnumbered highway to Plainville, and return over the same route.

Conditions: B, F, H.

General commodities, moving in express service, serving Rome and Rockmart, Ga., as additional intermediate points on carrier's above-described route between Atlanta, Ga., and Shannon, Ga., as authorized hereinabove.

Classes A and B explosives, moving in express service, between Atlanta, Ga., and Shannon, Ga., serving the intermediate and off-route points of Chattahoochee, Mableton, Austell, Powder Springs, Dallas, Aragon, Hiram, and Lindale, Ga.; from Atlanta over U.S. Highway 78 to Austell, Ga., thence over Georgia Highway 6 to Rockmart, Ga., thence over Georgia Highway 101 to Rome, Ga., thence over Georgia Highway 53 to Shannon, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency; F; further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of express service of the Railway Express Agency; K.

Sub 879—March 31, 1950.

General commodities, except dangerous explosives, moving in express service, over regular routes, between Columbia, S.C., and Sumter, S.C. (as follows): From Columbia over U.S. Highway 76 to Sumter; from Columbia over the above-specified route to Junction South Carolina Highway 261, thence over South Carolina Highway 261 to Wedgefield, S.C., thence over South Carolina Highway 763 to Sumter; from Columbia over U.S. Highway 76 as specified above to Junction South Carolina Highway 764, thence over South Carolina Highway 764 to Eastover, S.C., thence over South Carolina Highway 263 to its junction with U.S. Highway 76 and thence over U.S. Highway 76 to Sumter; return over these routes.

Service is authorized to and from the intermediate points of Wedgefield and Eastover, S.C.

Conditions: B, P, H.

Sub 880—February 7, 1949.

General commodities, moving in express service, over a regular route, between Blairsville, Pa., and Greensburg, Pa.; from Blairsville over U.S. Highway 119 to Greensburg and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, F, J.

Sub 885—November 14, 1952. (Supersedes and cancels Certificate issued August 9, 1951.)

General commodities, moving in express service, over a regular route, between Philadelphia, Pa., and Oxford, Pa.; from Phila-

delphia over U.S. Highway 1 to Oxford, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Concordville, Brandywine Summit, Chadds Ford, Kennett Square, Toughkenamon, Avondale, West Grove, Kelton, and Elkview, Pa.

Conditions: B, F, H.

Sub 900—July 18, 1949.

General commodities, moving in express service.

Service is authorized to and from Parma, Mich., as an intermediate point, in connection with said carrier's presently authorized regular-route operation, between Jackson, Mich., and the junction of Michigan Highways 99 and 60, as authorized in certificate No. MC 66562 Sub 829.

Conditions: Auxiliary to, or supplemental of, rail or air express service; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, rail or air express service.

Sub 901—May 11, 1949.

General commodities, moving in express service, over regular routes, between Mexico, N.Y., and Maple View, N.Y.; from Mexico over U.S. Highway 104 to Maple View, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, E, J.

Sub 904—May 31, 1949.

General commodities, including dangerous explosives, moving in express service, over a regular route, between Dayton, Ohio, and Fairfield, Ohio; from Dayton over Ohio Highway 4 to Fairfield and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: C, F, H.

Sub 906—April 29, 1949.

General commodities, except dangerous explosives moving in express service, over a regular route, between Harrison, Ark., and Bergman, Ark.; from Harrison over Arkansas Highway 43 to Bergman, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: Auxiliary to, or supplemental of, rail or air express service; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, rail or air express service.

Sub 918—April 17, 1956. (Supersedes and cancels corrected certificate issued December 9, 1955, as amended by order dated March 12, 1956, in Sub 1243.)

Regular route: General commodities, moving in express service, between Saginaw, Mich., and Bad Axe, Mich., serving the intermediate or off-route points of Reese, Fairgrove, Akron, Unionville, Sebawaing, Bay Port, Pigeon, and Elkton, Mich.; from Saginaw over Michigan Highway 81 to junction unnumbered highway approximately five miles east of Reese, Mich., thence over unnumbered highway to junction Michigan Highway 138, thence over Michigan Highway 138 to Unionville, Mich., thence over Michigan Highway 25 to junction Michigan Highway 142, thence over Michigan Highway 142 to junction Michigan Highway 53, and thence over Michigan Highway 53 to Bad Axe, and return over the same route.

Conditions: Auxiliary to, or supplemental of, railroad express service; E (by Railroad); Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, railroad express service.

Sub 919—July 20, 1949.

General commodities, moving in express service, over regular routes, between Grand

Rapids, and Vestaburg, Mich.; from Grand Rapids over Michigan Highway 21 to Lowell, Mich., thence over Michigan Highway 91 to Greenville, Mich., thence over Michigan Highway 57 to junction Michigan Highway 66, thence over Michigan Highway 66 to junction Michigan Highway 46, thence over Michigan Highway 46 to junction unnumbered county road, at or near Cedar Lake, Michigan, and thence over unnumbered county road to Vestaburg.

Service is authorized to and from the intermediate points of Lowell, Belding, Greenville, Stanton, Edmore, and Cedar Lake, Mich.

Between junction Michigan Highway 66 and unnumbered county road, just west of McBrides, Mich., and junction Michigan Highway 46 and unnumbered county road, at or near Edmore, Mich.; from junction Michigan Highway 66 and unnumbered county road through McBrides to junction Michigan Highway 46.

Service is authorized to and from McBrides.

Between Alma, Mich., and Hemlock, Mich.; from Alma over unnumbered county road to junction Michigan Highway 46, at or near Saint Louis, Mich., and thence over Michigan Highway 46 to Hemlock.

Service is authorized to and from the intermediate points of Saint Louis, Breckenridge and Merrill, Mich.

Return over these routes.

Conditions: Auxiliary to, or supplemental of, rail or air express service; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, rail or air express service.

Sub 920—August 17, 1949.

General commodities, including dangerous explosives, moving in express service, over a regular route, between Columbus, Ohio, and Athens, Ohio; from Columbus over U.S. Highway 40 to junction Ohio Highway 256, thence over Ohio Highway 256 to junction Ohio Highway 188, thence over Ohio Highway 188 to junction unnumbered road south of Pleasantville, Ohio, thence over unnumbered road to junction U.S. Highway 22, thence over U.S. Highway 22 to junction Ohio Highway 664, thence over Ohio Highway 664 to junction Ohio Highway 37, thence over Ohio Highway 37 to junction Ohio Highway 13, thence over Ohio Highway 13 to junction U.S. Highway 33, thence over U.S. Highway 33 to Athens, and return over the same route.

Service is authorized to and from the intermediate or off-route points of Brice, Pickerington, Baltimore, Thurston, Pleasantville, Rushville, Bremen, Junction City, New Lexington, Corning, Glouster, Jacksonville, and Chauncey, Ohio.

Conditions: D, F, H.

Sub 938—January 19, 1950.

General commodities, moving in express service, over a regular route, between Chattanooga, Tenn., and Oneida, Tenn.; from Chattanooga over U.S. Highway 27 to Oneida, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Daisy, Graysville, Dayton, Spring City, Rockwood, Emory Gap, Oakdale, Lancing, Sunbright, Robbins, New River, and Helenwood, Tenn.

Conditions: D, F, J.

Sub 939—January 9, 1950.

General commodities, moving in express service, over regular routes, between Atlanta, Ga., and Copperhill, Tenn.; from Atlanta over U.S. Highway 41 to Marietta, Ga., thence over Georgia Highway 5 to Ellijay, Ga., thence over U.S. Highway 76 to Blue Ridge, Ga., thence over Georgia Highway 5 to the Georgia-Tennessee State line, thence over Tennessee Highway 68 to Copperhill; also from Atlanta over U.S. Highway 41E (Georgia Highway 3E) to junction Georgia Highway 5, thence over the above-specified route to Copperhill and return over the same route.

Service is authorized to and from the intermediate and off-route points of Smyrna, Marietta, Woodstock, Holly Springs, Canton, Ball Ground, Nelson, Tate, Jasper, Whitestone, Ellijay, and Blue Ridge, Ga.

Conditions: D, F, J.

Sub 953—May 4, 1950.

General commodities, moving in express service, over regular routes, between Columbus, Ga., and Concord, Ga.; from Columbus over Georgia Highway 85 to Waverly Hall, Ga., thence over Georgia Highway 163 to Woodbury, Ga., and thence over Georgia Highway 18 to Concord.

Service is authorized to and from the intermediate points of Waverly Hall, Shiloh, Warm Springs and Molena, Ga.

Conditions: D, F, J.

Sub 955—March 24, 1950.

General commodities, including dangerous explosives, moving in express service, over regular routes, between Logan, Ohio, and Kanauga, Ohio; from Logan over U.S. Highway 33 to junction Ohio Highway 328, thence over Ohio Highway 328 to junction Ohio Highway 56, thence over Ohio Highway 56 to junction Ohio Highway 75, thence over Ohio Highway 75 to junction Ohio Highway 324, thence over Ohio Highway 324 to junction Ohio Highway 160, thence over Ohio Highway 160 to junction U.S. Highway 35, thence over U.S. Highway 35 to Gallipolis, Ohio, and thence over Ohio Highway 7 to Kanauga, and return over the same route.

Service is authorized to and from the intermediate points of Starr, McArthur, Vinton, Kerr, and Gallipolis, Ohio, and the off-route point of Bidwell, Ohio.

Between Wilkesville, Ohio, and Pomeroy, Ohio; from Wilkesville over Ohio Highway 124 to Pomeroy, and return over the same route.

Service is authorized to and from the intermediate point of Rutland, Ohio, with service at Wilkesville authorized for the purpose of joinder only, in connection with the route specified above.

Conditions: B, F, H.

Sub 961—November 2, 1950.

General commodities, moving in express service, over regular routes, between Plymouth, Mich., and Milford, Mich.; from Plymouth over County Highway 413 to Northville, Mich., thence east over County Highway 398 to junction County Highway 401, thence north over County Highway 401 to Farmington, Mich., thence over U.S. Highway 16 to Novi, Mich., thence over U.S. Highway 16 to New Hudson, Mich., thence over County Highway 421 to Milford.

Service is authorized to and from the intermediate points of Novi, Farmington and Northville.

Between Northville, Mich., and Novi, Mich., over an alternate regular route for operating convenience only; from Northville over County Highway 413 to Novi.

Service is not authorized to or from intermediate points.

Return over these routes.

Conditions: Auxiliary to, or supplemental of, rail or air express service; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, rail or air express service.

Sub 971—June 13, 1950.

General commodities, in express service, over a regular route, between Bay City, and Ewart, Mich.; from Bay City over Michigan Highway 20 to Midland, Mich., thence over U.S. Highway 10 to Ewart, Mich., and return over the same route.

Service is authorized to and from the intermediate points of Midland, Sanford, Coleman, Clare, and Farwell, Mich.

Conditions: Auxiliary to, or supplemental of, railway, motor or air express service; F (rail, or air at Bay City, Mich.); Further

conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, railway, motor or air express service.

Sub 977—May 31, 1950.

General commodities, moving in express service, over regular routes, between Sunbury, Pa., and Scranton, Pa.; from Sunbury over Pennsylvania Highway 14 to Northumberland, Pa., thence over U.S. Highway 11 to Pittston, Pa., and thence over unnumbered highway via Duryea, Old Forge, and Taylor, Pa., to Scranton, and return over the same route.

Service is authorized to and from the intermediate points of Danville, Bloomsburg, Berwick, Shickshinny, Hunlock Creek, West Nanticoke, Kingston, Wyoming, Old Forge, and Taylor, Pa., and the off-route point at Catawissa, Pa.

Conditions: B, F, H.

Sub 980—July 5, 1950.

General commodities, moving in express service, over a regular route, between Aiken, S.C., and Branchville, S.C.; from Aiken over U.S. Highway 78 to Branchville and return over the same route.

Service is authorized to and from the intermediate points of Williston, Blackville, Denmark, and Bamberg, S.C.

Conditions: D, E, J.

Sub 984—July 5, 1950.

General commodities, moving in express service, over a regular route, between Thibodaux, La., and Schriever, La.; from Thibodaux over Louisiana Highway 69 to Schriever, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: D, P, J.

Sub 996—October 10, 1950.

General commodities, moving in express service, over a regular route, between Blacksburg, Va., and Cambria, Va.; from Blacksburg over U.S. Highway 460 to junction Virginia Highway 111, and thence over Virginia Highway 111 to Cambria, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 997—November 7, 1950.

General commodities, moving in express service, over regular routes, between Pikeville, Ky., and Wayland, Ky.; from Pikeville over U.S. Highway 23 to junction Kentucky Highway 80, thence over Kentucky Highway 80 to junction Kentucky Highway 7, and thence over Kentucky Highway 7 to Wayland.

Between Pikeville, Ky., and Jenkins, Ky.; from Pikeville over U.S. Highway 23 to Jenkins.

Service is not authorized to or from intermediate points.

Between Martin, Ky., and junction U.S. Highway 23 and Kentucky Highway 122, near Virgie, Ky.; from Martin over Kentucky Highway 122 to junction Kentucky Highway 122 and U.S. Highway 23.

Service is authorized to and from intermediate and off-route points of Wheelwright, Weeksbury, and Lackey, Ky.

Return over these routes.
Conditions: A, E, at Pikeville, Ky.; G.

Sub 999—October 26, 1950.

General commodities, moving in express service, over regular routes, between Toledo, Ohio, and Cleveland, Ohio; from Toledo over Ohio Highway 120 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Ohio Highway 590, thence over Ohio Highway 590 to Lindsey, Ohio, thence return over Ohio Highway 590 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction Ohio Highway 58, thence over Ohio Highway 58 to Oberlin, Ohio, thence over Ohio Highway 10 to junction U.S. Highway 20, thence over U.S. Highway 20 to Elyria, Ohio, thence

over unnumbered highway to junction Ohio Highway 78, thence over Ohio Highway 78 to junction Ohio Highway 10, thence over Ohio Highway 10 to junction unnumbered highway, thence over unnumbered highway to Olmsted Falls, Ohio, thence over unnumbered highway to Berea, Ohio, thence over Ohio Highway 237 to junction Ohio Highway 17, thence over Ohio Highway 17 to Cleveland, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Genoa, Eimore, Lindsey, Fremont, Clyde, Bellevue, Monroeville, Norwalk, Wakeman, Oberlin, Elyria, Olmsted Falls, and Berea, Ohio, and serving as off-route points airports within three miles of Toledo and Cleveland.

Conditions: B, F, H.

Sub 1002—August 7, 1950.

General commodities, moving in express service, over regular routes, between Columbus, Ohio, and Athens, Ohio; from Columbus over U.S. Highway 33 to Canal Winchester, Ohio (also from Columbus over unnumbered highway via Grove Port, Ohio, to Canal Winchester), thence over U.S. Highway 33 to Athens and return over the same route.

Service is authorized to and from the intermediate points of Canal Winchester, Carroll, Lancaster, Logan, Haydenville, Nelsonville and Groveport, Ohio, and the off-route points of Sugar Grove, Ohio, and serving Logan, Ohio for the purpose of joinder in connection with said carrier's presently authorized regular route operations to and from Logan, under No. MC 66562 Sub 955.

Conditions: C, F, I.

Sub 1003—July 31, 1950.

General commodities, moving in express service, over regular routes, between Portsmouth, Ohio and Hamden, Ohio; from Portsmouth over U.S. Highway 52 to junction Ohio Highway 140, thence over Ohio Highway 140 to junction Ohio Highway 75, thence over Ohio Highway 75 to Hamden, and return over the same route.

Service is authorized to and from the intermediate points of South Webster, Firebrick, Oak Hill, Jackson, and Wellston, Ohio, and the off-route point of Blackfork, Ohio.

Conditions: C, F, I.

Sub 1019—September 19, 1950.

General commodities, moving in express service, between Plymouth, Mich., and Ann Arbor, Mich.; from Plymouth over U.S. Highway 12 to Ann Arbor, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: B, F, H.

Sub 1025—October 20, 1950.

General commodities, moving in express service, over a regular route, between Asheville, N.C., and Murphy, N.C.; from Asheville over U.S. Highway 23 to Dillsboro, N.C., via Lake Junaluska, Waynesville, Balsam and Sylva, N.C., thence over U.S. Highway 19-A to junction U.S. Highway 19 at Ela, N.C., and thence over U.S. Highway 19 to Murphy, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Hominy, Canton, Clyde, Lake Junaluska, Waynesville, Hazelwood, Balsam, Sylva, Dillsboro, Whittier, Bryson, Nantahala, Topton, Andrews and Marble, N.C.

Conditions: D, F, J.

Sub 1026—December 26, 1950. (Supersedes and cancels certificate issued November 15, 1946.) (Also embraces Sub 1281.)

General commodities, moving in express service, between Binghamton, N.Y., and Utica, N.Y., serving the intermediate points of Chenango Bridge, Greene, Oxford, Norwich, Sherburne, Waterville, Clayville, Chadwicks and New Hartford, N.Y.; from Binghamton over New York Highway 12 to junction New York Highway 12A, thence over

New York Highway 12A to Chenango Bridge, N.Y., thence returning on New York Highway 12A to New York Highway 12, thence over New York Highway 12 to junction unnumbered county highway approximately six miles north of Waterville, N.Y., thence over said unnumbered highway to junction New York Highway 8 at Cassville, N.Y., thence over New York Highway 8 to junction Higby Road, thence over Higby Road to junction New York Highway 12, thence over New York Highway 12 to Utica, and return over the same route.

Conditions: B, F, H.

Sub 1029—November 13, 1950.

General commodities, moving in express service, over a regular route, between Trenton, N.J., and Riegelsville, N.J.; from Trenton over New Jersey Highway 29 to Lambertville, N.J., thence over unnumbered highway through Stockton, Rosemont, and Barberton to Bapostown, N.J., thence over New Jersey Highway 12 to Frenchtown, N.J., thence over unnumbered highway through Milford to Riegelsville, N.J., and return over the same route.

Service is authorized to and from intermediate points of Lambertville, Stockton, Frenchtown, and Milford, N.J.

Conditions: C, F, I.

Sub 1030—October 17, 1950.

General commodities, moving in express service, over regular routes, between Welch, W. Va., and Berwind, W. Va.; from Welch over West Virginia Highway 16 to junction West Virginia Highway 9, thence over West Virginia Highway 9 to Berwind, and return over the same route.

Service is authorized to and from the intermediate point of War, W. Va.

Between junction West Virginia Highways 16 and 83 and Bradshaw, W. Va.; from junction West Virginia Highways 16 and 83 over West Virginia Highway 83 to Bradshaw, and return over the same route.

Service is authorized to and from the intermediate point of English, W. Va.

Conditions: B, F (air or railway), H.

Sub 1042—March 12, 1951.

General commodities, moving in express service, over a regular route, between Toledo, Ohio, and Columbus, Ohio; from Toledo over Ohio Highway 577 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction U.S. Highway 68, thence over U.S. Highway 68 to Kenton, Ohio, thence over Ohio Highway 31 to junction Ohio Highway 292, thence over Ohio Highway 292 to junction Ohio Highway 47, thence over Ohio Highway 47 to junction unnumbered highway, thence over unnumbered highway to junction Ohio Highway 347, thence over Ohio Highway 347 to junction unnumbered highway, thence over unnumbered highway to junction U.S. Highway 33, thence over U.S. Highway 33 to Columbus, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Bowling Green, Findlay, Arlington, Dunkirk, Kenton, West Mansfield, and Marysville, Ohio.

Conditions: B, F, H.

Sub 1045—April 26, 1951. (Revokes Certificates issued in Subs 677 and 678 on May 22, 1946 and April 23, 1946, respectively.)

General commodities, moving in express service, over a regular route, between Altoona, Pa., and Bellefonte, Pa.; from Altoona over U.S. Highway 220 to junction U.S. Highway 322, thence over U.S. Highway 322 to State College, and thence over Pennsylvania Highway 545 to Bellefonte, and return over the same route.

Service is authorized to and from the intermediate points of Port Matilda, Pa., and State College, Pa.; and to and from the off-route point of Lemont, Pa.

Conditions: B, F, H.

Sub 1046—June 28, 1951.

General commodities, moving in express service, over a regular route, between Canton, Ohio, and Carrollton, Ohio, as follows; from Canton over U.S. Highway 30 to Minerva, Ohio, thence over Ohio Highway 80 to Magnolia, Ohio, thence return over Ohio Highway 80 to junction Ohio Highway 171, thence over Ohio Highway 171 to junction Ohio Highway 43, thence over Ohio Highway 43 to Carrollton, and return from Carrollton over Ohio Highway 43 to junction Ohio Highway 80, thence over Ohio Highway 80 to Minerva, Ohio, and thence over U.S. Highway 30 to Canton.

Service is authorized to the intermediate points of East Canton, Robertsville, Minerva, Oneida, Malvern, and Waynesburg, Ohio.

Conditions: A, E, G.

Sub 1047—April 17, 1951.

General commodities, moving in express service, over regular routes, between Saginaw, Mich., and Hemlock, Mich.; from Saginaw over Michigan Highway 46 to Hemlock.

Between Thompsonville, Mich., and Frankfort, Mich.; from Thompsonville over unnumbered county highway to junction Michigan Highway 115, thence over Michigan Highway 115 to Frankfort.

Service is authorized to and from the off-route point of Beulah, Mich.

Service is not authorized to or from intermediate points on the above-specified routes.

Between Ithaca, Mich., and Clare, Mich.; from Ithaca over U.S. Highway 27 to Clare.

Service is authorized to and from the intermediate points of Alma, Mich., Mt. Pleasant, Mich., and Rosebush, Mich.; and the off-route point of Shepard, Mich.

Return over these routes.

Conditions: Auxiliary to, or supplemental of, rail or air express service; F. Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to or supplemental of, rail or air express service.

Sub 1048—March 28, 1951.

General commodities, moving in express service.

Service is authorized to and from North Olmsted, Ohio, as an off-route point in connection with carrier's regular-route operations between Cleveland, Ohio, and Toledo, Ohio, authorized in MC 66562 Sub 999 on October 26, 1950.

Conditions: B, F, H.

Sub 1049—June 26, 1951.

General commodities, moving in express service.

Service is authorized to and from Hebron, Ohio, as an intermediate point in connection with carrier's present route between Lancaster and Newark, Ohio, authorized in No. MC 66562 Sub 78.

Conditions: A, E, G.

Sub 1055—June 14, 1951.

General commodities, moving in express service, over a regular route, between Atlantic City, N.J., and Cape May, N.J.; from Atlantic City over Atlantic Avenue to junction Ocean Drive (south of Longport), thence over Ocean Drive to Sea Isle City, N.J.; thence over county road to junction U.S. Highway 9, thence over U.S. Highway 9 to junction Rio Grande Avenue; thence over Rio Grande Avenue to Wildwood, N.J.; returning over Rio Grande Avenue to junction U.S. Highway 9, thence over U.S. Highway 9 to Cape May, and return over the same route.

Service is authorized to and from the intermediate points of Ocean City, Sea Isle City, Cape May Court House, and Wildwood, N.J.

Conditions: B, F, H.

Sub 1061—March 2, 1954.

Regular routes: General commodities, moving in express service, between Cincinnati, Ohio, and Somerset, Ky., serving the intermediate points of Erlanger, Dry Ridge, Williamstown, Georgetown, Lexington, Nicholasville, Wilmore, Burgin, Danville, Moreland, McKinney, Kings Mountain, Eubank, and Science Hill, Ky., and the off-route points of Ludlow, Junction City, and Waynesburg, Ky.; from Cincinnati over Covington Bridge to Covington, Ky., thence over U.S. Highway 25 to Lexington, Ky., thence over U.S. Highway 27 to Nicholasville, Ky., thence over Kentucky Highway 29 to junction Kentucky Highway 33, thence over Kentucky Highway 33 to Danville, Ky., thence over Kentucky Highway 35 to Hustonville, Ky., thence over Kentucky Highway 78 to Turnersville, Ky., thence over Kentucky Highway 198 to McKinney, Ky., thence over unnumbered highway to junction Kentucky Highway 501, at or near Kings Mountain, Ky., thence over Kentucky Highway 501 to junction U.S. Highway 27, and thence over U.S. Highway 27 to Somerset, and return over the same route.

Conditions: B, F, H.

Sub 1076—November 15, 1951.

General commodities, moving in express service, over a regular route, between Welch, W. Va., and Jenkinjones, W. Va.; from Welch over West Virginia Highway 52 to junction West Virginia Highway 85, thence over West Virginia Highway 85 to Anawalt, W. Va., and thence over West Virginia Secondary Highway 85/1/8 to Jenkinjones, and return over the same route.

Service is authorized to and from the intermediate points of Gary and Anawalt, W. Va.

Conditions: A, E, G.

Sub 1078—November 2, 1951 (Embraced in Sub 1077).

General commodities, moving in express service, over regular routes, between Pontiac, Mich., and Oxford, Mich.; from Pontiac over Michigan Highway 24 to junction unnumbered county road, thence over unnumbered county road to Rochester, Mich., thence over Michigan Highway 150 to junction Lake Orion Road, thence over Lake Orion Road to Lake Orion, Mich., thence over Michigan Highway 24 to Oxford, and return from Oxford over Michigan Highway 24 to Pontiac.

Between Pontiac, Mich., and Utica, Mich.; from Pontiac, over Michigan Highway 59 to Utica, and return over the same route.

Between Birmingham, Mich., and junction Fifteen Mile Road and Michigan Highway 53; from Birmingham over county road known as Fifteen Mile Road to junction Michigan Highway 53, and return over the same route.

Service is authorized at the terminal point of Fifteen Mile Road and Michigan Highway 53 for the purpose of joinder only.

Between Warren, Mich., and junction Mound Road and Michigan Highway 59; from Warren over county highway known as Mound Road and Michigan Highway 59, and return over the same route.

Service is authorized at the junction of Mound Road and Michigan Highway 59 for the purpose of joinder only.

Service is authorized to and from Rochester, Lake Orion, Utica, and Warren, Mich., and the site of the Packard Motor Company plant located directly north of Utica, as intermediate and off-route points.

Conditions: C, F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air express service.

Sub 1082—January 21, 1952.

General commodities, moving in express service.

Service is authorized to and from Heath and Granville, Ohio, as off-route points in connection with carrier's present route between Lancaster and Newark, Ohio.

Conditions: A, E, G.

Sub 1086—January 30, 1952.

General commodities, moving in express service.

Service is authorized to and from Coalwood, W. Va., as an off-route point in connection with carrier's presently regular-route operations between Welch and Berwind, W. Va.

Conditions: B, F (Air or Railway); H.

Sub 1094—June 9, 1952.

General commodities, moving in express service, over a regular route, between Anderson, S.C., on the one hand, and on the other, Greenville, S.C.; from Anderson over U.S. Highway 29 to Greenville, and return over the same route.

Conditions: D, F, J.

Sub 1095—October 15, 1952.

General commodities, moving in express service, over regular routes, between Pulaski, Va., and Galax and Allisonia, Va., and the intermediate and off-route points of Foster Falls, Austinville, Ivanhoe, Fries, and Draper, Va., as follows: From Pulaski over U.S. Highway 11 to Fort Chiswell, Va., thence over U.S. Highway 52 to Poplar Camp, Va., thence over Virginia Highway 81 to junction Virginia Highway 619, thence over Virginia Highway 619 to junction Virginia Highway 94, thence over Virginia Highway 94 to junction U.S. Highway 58, and thence over U.S. Highway 58 to Galax, and return over the same route; from Pulaski over Virginia Highway 99 to junction Virginia Highway 100, thence over Virginia Highway 100 to junction U.S. Highway 58, and thence over U.S. Highway 58 to Galax, and return over the same route; from Pulaski over Virginia Highway 99 to junction Virginia Highway 672, thence over Virginia Highway 672 to junction Virginia Highway 605, thence over Virginia Highway 605 to junction Virginia Highway 693, and thence over Virginia Highway 693 to Allisonia, and return over the same route.

Conditions: A, E, J.

Sub 1100—May 12, 1952.

General commodities, moving in express service, over a regular route, between Charlotte, N.C., and Mooresville, N.C., and the intermediate points of Huntersville, Cornelius, and Davidson, N.C.; from Charlotte over U.S. Highway 21 to Mooresville, and return over the same route.

Conditions: D, F, J.

Sub 1109—May 14, 1952.

General commodities, moving in express service, over a regular route, between Scranton, Pa., and Carbondale, Pa., and the intermediate points of Dickson City, Olyphant, Peckville, Archbald, Jermy, and Mayfield, Pa.; from Scranton over Boulevard Avenue to Dickson City, Pa., thence over unnumbered highway to Carbondale, and return over the same route.

Conditions: D, F, J.

Sub 1117—June 3, 1953.

General commodities moving in express service, over regular routes, between Pemberton, W. Va., and Mabscott, W. Va., with no service to or from intermediate points; from Pemberton over unnumbered highway to junction West Virginia Highway 16, and thence over West Virginia Highway 16 to Mabscott, and return over the same route.

Between junction unnumbered highways near Ravencliff, W. Va., and Beckley, W. Va., with no service to or from intermediate points; and with service at junction unnumbered highways near Ravencliff, for the purpose of joinder only; from junction unnumbered highways over unnumbered highway to Glen Daniel, W. Va., and thence over West Virginia Highway 3 to Beckley, and return over the same route.

Between Sophia, W. Va., and junction West Virginia Highway 16 and West Virginia Secondary Highway 30, near Tams, W. Va., with no service to or from intermediate points;

from Sophia over West Virginia Highway 16 to junction West Virginia Secondary Highway 30, and return over the same route.

Conditions: A, E, G.

Sub 1119—December 11, 1953. (Also embraces Sub 1150.)

General commodities, moving in express service, between Pittsburgh, Pa., and Washington, Pa., serving the intermediate points of Carnegie, Bridgeville, and Canonsburg, Pa., and the off-route points of Mayview and Hills, Pa.; from Pittsburgh over Pennsylvania Highway 519 to junction U.S. Highway 19, thence over U.S. Highway 19 to Washington, and return over the same route.

Between junction unnumbered highway and Pennsylvania Highway 519 (near Carnegie), and Burgettstown, Pa., serving the intermediate point of McDonald, Pa., and the off-route point of Oakdale, Pa.; from junction unnumbered highway and Pennsylvania Highway 519 over unnumbered highway to Burgettstown, and return over the same route.

Between specified points in Pennsylvania, as alternate routes for operating convenience only, serving no intermediate points; and serving the termini for the purpose of joinder only in connection with operations to, from, and between the points set forth in the routes described above: From Burgettstown over Pennsylvania Highway 18 to Washington, and return over the same route; from Bridgeville over Pennsylvania Highway 28 to junction Pennsylvania Highway 18, and return over the same route; from junction Pennsylvania Highway 28, and unnumbered highway (near Hickory, Pa.), over said unnumbered highway to Houston, Pa., thence over unnumbered highway to Canonsburg, and return over the same route; from Pittsburgh over U.S. Highway 19 to junction Pennsylvania Highway 519, and return over the same route; from Morgantown over unnumbered highway to junction U.S. Highway 19 (near Donaldson's Crossroads), and return over the same route; from Bridgeville over unnumbered highway known as Bower Hill Road to junction U.S. Highway 19, and return over the same route; from junction Pennsylvania Highways 28 and 978 over Pennsylvania Highway 978 to junction unnumbered highway (near Oakdale), and return over the same route.

Conditions: D, F, J.

Between Raleigh, N.C., and Norfolk, Va., serving the intermediate points of Wendell, Bailey, Elizabeth City, Moyock, Washington, Plymouth, Middlesex, Hertford, Shawboro, Greenville, Zebulon, Edenton, Wilson, and Farmville, N.C. and the off-route points of Stantonburg, Wakekeys, Walstonburg, Pine-town, and Camden, N.C.; from Raleigh over U.S. Highway 64 to Zebulon, N.C., thence over U.S. Highway 264 to junction North Carolina Highway 32, thence over North Carolina Highway 32 to junction U.S. Highway 17, thence over U.S. Highway 17 to Elizabeth City, N.C., thence over North Carolina Highway 170 to the North Carolina-Virginia State line, thence over Virginia Highway 170 to Norfolk, and return over the same route.

Conditions: B; Shipments transported by carrier (except so-called local shipments moving solely between Norfolk, on the one hand, and, on the other, the intermediate points of Wendell, Bailey, Elizabeth City, Moyock, Washington, Plymouth, Middlesex, Hertford, Shawboro, Greenville, Zebulon, Edenton, Wilson, and Farmville, N.C., and the off-route points of Mackeys, Stantonburg, Walstonburg, Pinetown, and Camden, N.C.), shall be limited to those moving on a through bill of lading or express receipt covering in addition to the motor-carrier movement by carrier, an immediately prior or an immediately subsequent movement by air or rail; H.

Sub 1120—June 6, 1952. (Revokes Certificates in Subs 7 and 704 dated December 23, 1942, and May 27, 1946.)

General commodities, moving in express service, over a regular route, between Pittsburgh, Pa., and Butler, Pa., and the intermediate and off-route points of Zellenople, Etna, Glenshaw, Allison Park, Bakerstown, Cooperstown, and Stepp-Inn, Pa.; from Pittsburgh over Pennsylvania Highway 8 to Talley Cavey, thence over unnumbered highway to junction U.S. Highway 19, thence over U.S. Highway 19 to Zellenople, and thence over Pennsylvania Highway 68 to Butler (also from Talley Cavey over Pennsylvania Highway 8 to Butler), and return over the same routes.

Conditions: D, F, J.

Sub 1126—June 16, 1954. (Supersedes and cancels Certificate issued January 12, 1953.) (Also embraces Sub 1188.)

Regular route: General commodities, moving in express service, between Toledo, Ohio, and Columbus, Ohio, serving intermediate points of LeMoyno, Pemberville, Bradner, Rising Sun, Fostoria, Alvada, Carey, Upper Sandusky, Marion, Prospect, Delaware, Linworth, and Worthington, Ohio; and the off-route points of Harpster, Morral, and Meredith, Ohio; from Toledo over U.S. Highway 23 to junction U.S. Highway 20, thence over U.S. Highway 20 via LeMoyno to junction unnumbered county highway, thence over unnumbered county highway to Pemberville, thence over Ohio Highway 105 to junction Ohio Highway 199, thence over Ohio Highway 199 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction Ohio Highway 281, thence over Ohio Highway 281 to Bradner, thence over unnumbered county highway to Rising Sun, thence over Ohio Highway 199 to Fostoria, thence over U.S. Highway 23 to Marion, thence over Ohio Highway 4 to junction Ohio Highway 203, thence over Ohio Highway 203 to junction Ohio Highway 37, thence over Ohio Highway 37 to Delaware, thence over U.S. Highway 23 to Worthington, Ohio, thence over Ohio Highway 161 to Linworth, Ohio, and thence return from Linworth over Ohio Highway 161 to Worthington, thence over U.S. Highway 23 to Columbus, and return over the same route.

Conditions: D, F, J.

Sub 1134—April 23, 1953.

General commodities, moving in express service, over regular routes, between Kalamazoo, Mich., and Allegan, Mich., and the intermediate points of Hastings and Middleville, Mich.; from Kalamazoo over Michigan Highway 43 to Hastings, Mich., thence over Michigan Highway 37 to junction unnumbered highway near Middleville, Mich., thence over unnumbered highway to Wayland, Mich., thence over U.S. Highway 131 to Martin, Mich., and thence over Michigan Highway 118 to Allegan, and return over the same route.

Between Martin, Mich., and Richland, Mich., and the intermediate point of Plainwell, Mich., and with service at Martin and Richland for the purpose of joinder only; from Martin over U.S. Highway 131 to Plainwell, Mich., thence over Michigan Highway 89 to Richland, and return over the same route.

Conditions: B, F, H.

Sub 1135—April 24, 1953. (Revokes certificates in Subs 153, 429, and 800 issued December 26, 1942, December 3, 1942, and October 20, 1947, respectively.)

General commodities, moving in express service, over a regular route, from Port Huron over Michigan Highway 51 to Carsonville, Mich., thence over Michigan Highway 46 via Sandusky, Mich., to junction Michigan Highway 53, thence over Michigan High-

way 53 to junction Michigan Highway 90, thence over Michigan Highway 90 to junction Michigan Highway 19, thence over Michigan Highway 19 to junction Michigan Highway 136, thence over Michigan Highway 136 to junction unnumbered highway near Avoca, Mich., thence over unnumbered highway to junction Michigan Highway 21, and thence over Michigan Highway 21 to Port Huron.

Service is authorized to and from the intermediate points of Applegate, Crosswell, Carsonville, Sandusky, Mariette, Brown City and Yale.

Conditions: A, E, G.

Sub 1144—June 4, 1953.

General commodities, moving in express service, over a regular route, between Pineville, Ky., and Middlesboro, Ky., with no service to or from intermediate points; from Pineville over U.S. Highway 25E to Middlesboro, and return over the same route.

Conditions: A, E, G.

Sub 1153—May 7, 1953.

General commodities, moving in express service, over a regular route, between Amarillo, Tex., on the one hand, and, on the other, the site of the United States Atomic Energy Plant at the former Pantex Ordnance Plant, located approximately 21 miles north-east of Amarillo; from Amarillo over U.S. Highway 60 to junction unnumbered highway, thence over unnumbered highway to the site of the plant of the U.S. Atomic Energy Commission, and return over the same route.

Conditions: D, F, J.

Sub 1157—August 13, 1953.

General commodities, moving in express service, over a regular route, between Hermanville, Miss., and Port Gibson, Miss., with no service to or from intermediate points; from Hermanville over Mississippi Highway 18, and return over the same route.

Conditions: A, E, G.

Sub 1163—July 15, 1955.

Regular route: General commodities, except Class A and B explosives moving in express service, between Duluth, Minn., and Hibbing, Minn., serving the intermediate points of Eveleth, Virginia, Buhl, and Chisholm, Minn.; from Duluth over U.S. Highway 53 to junction U.S. Highway 169, and thence over U.S. Highway 169 to Hibbing, and return over the same route.

Conditions: B, F, I.

Sub 1167—March 2, 1954.

Regular route: General commodities, moving in express service, between Chester, S.C., and Kershaw, S.C., serving the intermediate points of Richburg, Fort Lawn, Lancaster, and Heath Springs, S.C.; from Chester over South Carolina Highway 9 to Lancaster, S.C., thence over U.S. Highway 521 to Kershaw, and return over the same route.

Conditions: B, F, H.

Sub 1168—March 23, 1954.

Regular route: General commodities, moving in express service, between Latrobe, Pa., and Ligonier, Pa., serving no intermediate points; from Latrobe over unnumbered highway to junction U.S. Highway 30, and thence over U.S. Highway 30 to Ligonier, and return over the same route.

Conditions: D, F, J.

Sub 1171—March 9, 1954.

Regular routes: General commodities, moving in express service, between Somerville, N.J., and Flemington, N.J., serving no intermediate points; from Somerville over New Jersey Highway 28 to junction U.S. Highway 202, and thence over U.S. Highway 202 to Flemington and return over the same route.

Conditions: A, E, G.

Sub 1180—May 7, 1954.

Regular routes: *General commodities*, moving in express service, between Corry, Pa., and Oil City, Pa., serving the intermediate points of Spartansburg, Centerville, Titusville, and Rouseville, Pa.; from Corry over Pennsylvania Highway 277 to junction Pennsylvania Highway 89, thence over Pennsylvania Highway 89 to junction Pennsylvania Highway 77, thence over Pennsylvania Highway 77 to Riceville, Pa., thence over Pennsylvania Highway 8 to Oil City, and return over the same route.

Conditions: A, F, H.

Sub 1183—May 3, 1954.

Regular routes: *General commodities*, moving in express service, between Philadelphia, Pa., and Paoli, Pa., serving the intermediate points of Wynnewood, Ardmore, Brynmawr, Villanova, St. Davids, Wayne, Strafford, Devon and Berwyn, Pa.; from Philadelphia over U.S. Highway 30 to Paoli and return over the same route.

Between Philadelphia, Pa., and West Chester, Pa., serving the intermediate points of Clifton, Swarthmore, Wawa, Glen Mills, and Cheyney, Pa., and the off-route points of Elwyn, Glen Riddle and Lenni, Pa.; from Philadelphia over U.S. Highway 1 through Wawa, Pa., to junction Stoney Bank Road, thence over Stoney Bank Road to Glen Mills, Pa., thence over Creek Road to junction Sitting Mill Road, thence over Sitting Mill Road to Cheyney, Pa., thence over Station Road to junction Tanguy Road, thence over Tanguy Road to junction Pennsylvania Highway 926, thence over Pennsylvania Highway 926 to junction U.S. Highway 202, and thence over U.S. Highway 202 to West Chester, and return over the same route.

Conditions: D, F, J.

Sub 1186—June 30, 1954.

Regular route: *General commodities*, moving in express service, between Toccoa, Ga., and Elberton, Ga., serving the intermediate points of Martin, Lavonia, Bowersville, Canon, Royston, Bowman and Hartwell, Ga.; from Toccoa over Georgia Highway 17 through Lavonia, Ga., to Royston, Ga. (also from Lavonia, Ga., over Georgia Highway 77 to junction Georgia Highway 51, thence over Georgia Highway 51 to Hartwell, Ga., and thence over U.S. Highway 29 to Royston), thence over Georgia Highway 17 through Bowman, Ga., to Elberton, and return over the same route.

Conditions: B, F, H.

Sub 1189—June 10, 1954.

Regular route: *General commodities*, moving in express service, between the junction of West Virginia Highway 16 and West Virginia Secondary Highway 29 and the junction of West Virginia Highway 16 and West Virginia Secondary Highway 12/6 serving no intermediate points and serving the junction of West Virginia Highway 16 and West Virginia Secondary Highway 12/6 for the purpose of joinder only; from the junction of West Virginia Highway 16 and West Virginia Secondary Highway 29 over West Virginia Highway 16 to junction West Virginia Secondary Highway 12/6 and return over the same route.

Conditions: D, F, J.

Sub 1198—September 20, 1954.

Regular route: *General commodities*, moving in express service, between Columbia, S.C., and Laurens, S.C., serving the intermediate points of Chapin, Clinton, Irom, Joanna, and Prosperity, S.C., and the off-route point of Newberry, S.C.; from Columbia over U.S. Highway 76 to junction South Carolina Highway 60, thence over South Carolina Highway 60 to junction South Carolina Highway 62, thence over South Carolina Highway 62 to junction U.S. Highway 76 (also between junction U.S. Highway 76 and South Carolina Highway 60 and junction U.S. Highway 76 and South Carolina

Highway 62, over U.S. Highway 76), thence over U.S. Highway 76 to Laurens, and return over the same route.

Conditions: B, F, H.

Sub 1199—December 11, 1953. (Also embraces Sub 1130.)

Regular routes: *General commodities*, moving in express service, between Pittsburgh, Pa., and Washington, Pa., serving the intermediate points of Carnegie, Bridgeville, and Canonburg, Pa., and the off-route points of Mayview and Hills, Pa.; from Pittsburgh over Pennsylvania Highway 519 to junction U.S. Highway 19, thence over U.S. Highway 19 to Washington, and return over the same route.

Between junction unnumbered highway and Pennsylvania Highway 519 (near Carnegie), and Burgettstown, Pa., serving the intermediate points of McDonald, Pa., and the off-route point of Oakdale, Pa.; from junction unnumbered highway and Pennsylvania Highway 519 over unnumbered highway to Burgettstown, and return over the same route.

Between Raleigh, N.C., and Norfolk, Va., serving the intermediate points of Wendell, Bailey, Elizabeth City, Moyock, Washington, Plymouth, Middlesex, Hertford, Shawboro, Greenville, Zebulon, Edenton, Wilson, and Farmville, N.C., and the off-route points of Stantonsburg, Mackeys, Walstonburg, Pinetown and Camden, N.C.; from Raleigh over U.S. Highway 64 to Zebulon, N.C., thence over U.S. Highway 264 to junction North Carolina Highway 32, thence over North Carolina Highway 32 to junction U.S. Highway 17, thence over U.S. Highway 17 to Elizabeth City, N.C., thence over North Carolina Highway 170 to the North Carolina-Virginia State line, thence over Virginia Highway 170 to Norfolk, and return over the same route.

Conditions: B; Shipments transported by carrier (except so-called local shipments moving solely between Norfolk, on the one hand, and, on the other, the intermediate points of Wendell, Bailey, Elizabeth City, Moyock, Washington, Plymouth, Middlesex, Hertford, Shawboro, Greenville, Zebulon, Edenton, Wilson, and Farmville, N.C., and the off-route points of Mackeys, Stantonsburg, Walstonburg, Pinetown, and Camden, N.C.), shall be limited to those moving on a through bill of lading or express receipt covering in addition to the motor-carrier movement by carrier, an immediately prior or an immediately subsequent movement by air or rail; H.

Sub 1203—April 14, 1955. (Supersedes and cancels certificate issued December 14, 1954.)

Regular routes: *General commodities*, moving in express service, between Gainesville, Ga., and Franklin, N.C., serving the intermediate points of Maysville, Commerce, Demorest, Clarksville, Tallulah Falls, Clayton, and Dillard, Ga.; from Gainesville over U.S. Highway 23 to junction Georgia Highway 52, thence over Georgia Highway 52 to Maysville, Ga., thence over Georgia Highway 98 to Commerce, Ga., thence over U.S. Highway 441 to junction U.S. Highway 23 (also from junction Georgia Highway 52 and U.S. Highway 23 to junction U.S. Highways 23 and 441, over U.S. Highway 23), thence over combined U.S. Highways 23 and 441 to Franklin, N.C., and return over the same route.

Conditions: D, F, J.

Sub 1226—March 5, 1956.

Regular route: *General commodities*, moving in express service, between Pikeville, Ky., and Jenkins, Ky., serving the intermediate points of Martin, Lockett, and Wayland, Ky., and the off-route point of Wheelwright and Weeksby, Ky.; from Pikeville over U.S. Highway 23 to junction Kentucky Highway 80, thence over Kentucky Highway 80 to junction Kentucky Highway 7, thence over Kentucky Highway 7, via Wayland, Ky., to junction Kentucky Highway 1086, thence over

Kentucky Highway 1086 to junction Kentucky Highway 122, thence over Kentucky Highway 122 to junction U.S. Highway 23, thence over U.S. Highway 23 to Jenkins, and return over the same route.

Conditions: A, F, G, K.

Sub 1227—September 29, 1955.

Regular route: *General commodities*, moving in express service, between Houston, Tex., and Galveston, Tex., serving the intermediate points of Dumont, Genoa, Dickinson, League City, LaMarque, and Texas City, Tex.; from Houston over U.S. Highway 73 to junction Texas Highway 3, near LaMarque, Tex. (also over Texas Highway 3 to junction U.S. Highway 75), and thence over U.S. Highway 75 to Galveston, and return over the same route.

Conditions: D, P, J.

Sub 1230—March 22, 1956.

Regular route: *General commodities*, moving in express service, over an alternate route for operating convenience in connection with carrier's regular operations between Chagrin Falls, Brecksville and Independence, Ohio, between junction unnumbered road (Miles Road) and Ohio Highway 43 and junction Ohio Highway 17 and unnumbered road (Warrensville Center Road), serving no intermediate points, and serving the termini for the purpose of joinder only; from junction unnumbered road (Miles Road) and Ohio Highway 43 over unnumbered road (Warrensville Center Road), thence over unnumbered road to junction Ohio Highway 17, and return over the same route.

Sub 1231—September 6, 1961. (Supersedes and cancels certificate issued April 11, 1956, as modified July 26, 1961.)

Regular routes: *General commodities*, moving in express service, between Evansville, Ind., and Danville, Ill., serving the intermediate and off-route points of Haubstadt, Fort Branch, Princeton, Patoka, Hazelton, Decker, Vincennes, Emison, Oaktown, Carlisle, Sullivan, Shelby, Farmersburg, Terre Haute, Clinton, Hillside, Montezuma, Newport, Cayuga, Perrysville, and Gessie, Ind.; from Evansville over U.S. Highway 41 to Clinton, Ind., thence over Indiana Highway 63 to junction unnumbered highway approximately one and one-half miles north of Perrysville, Ind., thence over unnumbered highway via Gessie and Rileysburg, Ind., to junction U.S. Highway 136, and thence over U.S. Highway 136 to Danville, and return over the same route.

Conditions: D, F, J, K.

Sub 1238—April 11, 1961. (Supersedes and cancels certificate issued March 1, 1956, as modified March 1, 1961.)

Regular route: *General commodities*, moving in express service, except those of unusual value, commodities requiring special equipment, and those injurious or contaminating to other lading, between Newburg, Mo., and Fort Leonard Wood, Mo., serving no intermediate points; from Newburg over County Road P to junction U.S. Highway 66, thence over U.S. Highway 66 to junction Missouri Highway 17, thence over Missouri Highway 17 to Fort Leonard Wood, and return over the same route.

Conditions: A, F, H, K.

Sub 1239—July 19, 1961. (Supersedes and cancels certificate issued March 20, 1956, as modified May 24, 1961.)

Regular route: *General commodities*, moving in express service, between Toledo, Ohio, and Dayton, Ohio, serving the intermediate and off-route points of Tontogany, Weston, Deshler, Leipsic, Ottawa, Columbus Grove, Cairo, Lima, Wapakoneta, Botkins, Sidney, Piqua, Troy, and Tipp City, Ohio; from Toledo over U.S. Highway 25 to junction Ohio Highway 65, thence over Ohio Highway 65 to junction Ohio Highway 64, thence over Ohio Highway 64 to junction Ohio Highway 110,

thence over Ohio Highway 110 to junction Ohio Highway 69, thence over Ohio Highway 69 to junction Ohio Highway 18, thence over Ohio Highway 18 to junction Ohio Highway 65 near Deshler, Ohio, thence over Ohio Highway 65 to junction U.S. Highway 25 at Lima, Ohio, and thence over U.S. Highway 25 to Dayton, Ohio, and return over the same route.

Conditions: D, F, J, K.

Sub 1240—July 19, 1961. (Supersedes and cancels certificate issued March 1, 1956, as modified May 24, 1961.)

Regular routes: *General commodities*, moving in express service, serving the off-route point of Hudson, Ohio, in connection with carrier's regular route operations between Bedford and Uniontown, Ohio.

Conditions: B; F; H; K (Classes A, B, and C explosives).

Sub 1243—April 20, 1956.

Regular routes: *General commodities*, moving in express service, between junction Michigan Highway 81 and unnumbered highway approximately five miles east of Reese, Mich., and Bad Axe, Mich., serving the intermediate point of Cass City, Mich.: From junction Michigan Highway 81 and unnumbered highway over Michigan Highway 81 to junction Michigan Highway 53, thence over Michigan Highway 53 to Bad Axe, and return over the same route; from junction unnumbered highway known as Pontiac Road and Michigan Highway 24 to junction unnumbered county road known as Orion Road and Michigan Highway 150, serving no intermediate points; from junction unnumbered highway known as Pontiac Road and Michigan Highway 24, north over Michigan Highway 24 to Lake Orion, Mich., thence over unnumbered county road known as Orion Road to junction Michigan Highway 150, and return over the same route, with no transportation for compensation except as otherwise authorized; from junction unnumbered road known as Pontiac Road and Michigan Highway 150 to junction Pontiac Road and Michigan Highway 24, serving no intermediate points; from junction unnumbered road known as Pontiac Road and Michigan Highway 150 over Pontiac Road to junction Michigan Highway 24, and return over the same route, with no transportation for compensation except as otherwise authorized; from junction unnumbered road known as Orion Road and Michigan Highway 150 to Rochester, Mich., serving the intermediate points of Romeo, Armada, and Richmond, Mich.; from junction unnumbered road known as Orion Road and Michigan Highway 150, north over Michigan Highway 150 to junction 32-Mile Road, thence east over 32-Mile Road to Romeo, Mich., thence over 32-Mile Road to junction North Road, thence north on North Road to Armada, Mich., and return over North Road to junction 32-Mile Road, thence east on 32-Mile Road to Richmond, Mich., and return over 32-Mile Road west to junction Michigan Highway 150, thence south over Michigan Highway 150 to Rochester, Mich., and return over the same route, with no transportation for compensation except as otherwise authorized.

Between Richmond, Mich., and junction Michigan Highway 150 and an unnumbered road known as Pontiac Road at or near Rochester, Mich., serving no intermediate points, as an alternate route for operating convenience only; from Richmond south over Michigan Highway 19 to junction U.S. Highway 25, thence south over U.S. Highway 25 to junction Michigan Highway 59, thence over Michigan Highway 59 to junction Michigan Highway 150, thence over Michigan Highway 150 to junction unnumbered road known as Pontiac Road at or near Rochester, and return over the same route.

Conditions: B, F, H, K.

Sub 1244—April 18, 1956.

Regular routes: *General commodities*, moving in express service, between Louisville, Ky., and Lexington, Ky., serving Anchorage, Crestwood, Eminence, Shelbyville, Frankfort, and Versailles, Ky., as intermediate points, and Midway, Ky., as an off-route point; from Louisville over U.S. Highway 60 to junction Kentucky Highway 146, thence over Kentucky Highway 146 to Crestwood, Ky., thence over Kentucky Highway 22 to Eminence, Ky., thence over Kentucky Highway 55 to Shelbyville, Ky., thence over U.S. Highway 60 to Frankfort, Ky., thence over U.S. Highway 421 to Lexington (also from Louisville over U.S. Highway 60 to Lexington), and return over the same routes.

Conditions: B, F, H, K.

Sub 1245—December 18, 1961. (Supersedes and cancels certificate issued May 23, 1956, as modified November 15, 1961.)

Regular route: *General commodities*, moving in express service, between Wilkes-Barre, Pa., and Hazleton, Pa., serving no intermediate points; from Wilkes-Barre over U.S. Highway 309 to Hazleton, and return over the same route.

Conditions: B, F, H, K.

Sub 1246—April 18, 1956.

Regular route: *General commodities*, moving in express service, serving Harrodsburg and Lawrenceburg, Ky., as off-route points in connection with carrier's regular route operations between Cincinnati, Ohio, and Somerset, Ky.

Conditions: B, F, H, K.

Sub 1249—April 9, 1956.

Regular route: *General commodities*, moving in express service, between Nashville, Tenn., and Crossville, Tenn., serving the intermediate points of Old Hickory, Lebanon, Carthage, Double Springs, Cookeville, and Monterey, Tenn., and the off-route points of Watertown, Baxter, and Algood, Tenn.; from Nashville over U.S. Highway 31-E to Madison, Tenn., thence over Tennessee Highway 45 via Old Hickory to junction U.S. Highway 70-N, thence over U.S. Highway 70-N to Crossville, and return over the same route.

Conditions: D, F, J, K.

Sub 1250—April 2, 1956.

Regular routes: *General commodities*, moving in express service, between Winston-Salem, N.C., and North Wilkesboro, N.C., serving the intermediate points of Rural Hall, Elkin, and Ronda, N.C., and the off-route point of Crutchfield, N.C.; from Winston-Salem over U.S. Highway 52 to Rural Hall, N.C., thence over North Carolina Highway 65 to junction North Carolina Highway 67, thence over North Carolina Highway 67 to junction U.S. Highway 21, thence over U.S. Highway 21 to Elkin, N.C., and thence over North Carolina Highway 268 to North Wilkesboro, N.C., and return over the same route.

Between Winston-Salem, N.C., and junction North Carolina Highways 65 and 67, serving no intermediate points; from Winston-Salem over U.S. Highway 421 to junction North Carolina Highway 67, thence over North Carolina Highway 67 to junction North Carolina Highway 65 and return over the same route.

Conditions: B; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air or rail service; K.

Sub 1256—August 8, 1956.

Regular route: *General commodities*, moving in express service, between Fall River, Mass., and New Bedford, Mass., serving no intermediate points; from Fall River over U.S. Highway 6 to New Bedford, and return over the same route.

Conditions: B; F, except for express shipments between Providence, R.I., and New

Bedford, Mass., as the originating and terminal points; H; K.

Sub 1258—June 28, 1956.

Regular route: *General commodities*, moving in express service, serving Evans City, Pa., as an intermediate point, and serving Mars, Pa., as an off-route point, in connection with carrier's authorized regular-route operations between Pittsburgh and Butler, Pa., described in Certificate No. MC 66502 Sub 1120.

Conditions: D, F, J, K (Explosives)

Sub 1262—September 19, 1956.

Regular routes: *General commodities*, moving in express service, between Augusta, Ga., and Beaufort, S.C., serving the intermediate points of Jackson, Allendale, Fairfax, Brunson, Hampton, Varnville, Early Branch, Yemassee and Burton, S.C.; from Augusta over Georgia Highway 28, across the Savannah River, thence over South Carolina Highway 28 to junction South Carolina Highway 125, thence over South Carolina Highway 125 to Jackson, S.C., thence over South Carolina Secondary Highway 2-62 to junction South Carolina Highway 28, thence over South Carolina Highway 28 to Yemassee, S.C., thence over South Carolina Secondary Highway 7-3 for approximately one-half mile to junction South Carolina Secondary Highway 7-21 thence over South Carolina Secondary Highway 7-21 to junction U.S. Highway 21 at Gardens Corner, S.C., thence over U.S. Highway 21 to Beaufort, and return over the same route.

Conditions: D; F, except as to shipments originating at or destined to Augusta, Ga.; J; K (Explosives).

Sub 1269—September 4, 1956.

Regular route: *General commodities*, moving in express service, serving Coopersville, Mich., as an intermediate point in connection with carrier's authorized regular-route operations between Grand Rapids, Mich., and Muskegon, Mich.

Conditions: B, F, H, K.

Sub 1270—February 8, 1962. (Supersedes and cancels certificate issued September 10, 1956, as modified January 16, 1962.)

Regular routes: *General commodities*, moving in express service, serving Sheridan, Mich., as an intermediate point, and Carson City, Mich., as an off-route point in connection with carrier's authorized regular route operations between Grand Rapids, Mich., and Vestaburg, Mich.

Conditions: B, F, J, K.

Sub 1274—October 24, 1956.

Regular routes: *General commodities*, including Class A and B explosives, moving in express service, serving Europa, Carrollton, Itta Bena, Kilmichael, and Indianola, Miss., as off-route points in connection with carrier's regular route operations between Clarksdale and Jackson, Miss.; Greenwood and Grenada, Miss.; and Vicksburg and Leland, Miss.

Conditions: B, F, J, K.

Sub 1276—September 10, 1956.

Regular routes: *General commodities*, moving in express service, between Florence, S.C., and Myrtle Beach, S.C., serving the intermediate point of Conway, S.C.; from Florence over U.S. Highway 76 via Pee Dee, S.C., to junction U.S. Highway 501, thence over U.S. Highway 501 to Myrtle Beach, and return over the same route.

Conditions: B, F, J, K.

Sub 1277—February 6, 1962. (Supersedes and cancels certificate issued October 23, 1956, as modified January 16, 1962.)

Regular routes: *General commodities*, moving in express service, between Pontiac, Mich., and South Lyon, Mich., serving the intermediate points of Walled Lake, Wixom, and New Hudson, Mich., and serving the site

of the Ford Motor Company plant located at the intersection of Michigan Highway 218 (Wixom Road) and unnumbered highway (West Lake Drive) north of U.S. Highway 16, in Novi Township, Oakland County, Mich., as an off-route point; from Pontiac over Michigan Highway 218 to junction U.S. Highway 16, thence west over U.S. Highway 16 to New Hudson, thence southwest over unnumbered County Highway, known as Pontiac Trail, to South Lyon, and return over the same route.

Between Chelsea, Mich., and Stockbridge, Mich., serving no intermediate points; from Chelsea over Michigan Highway 92 to Stockbridge, and return over the same route.

Conditions: Auxiliary to, or supplemental of, rail or air express service; F: Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, rail or air express service; K.

Sub 1279—December 4, 1956.

Regular route: *General commodities*, moving in express service, between Harlan, Ky., and Lynch, Ky., serving the intermediate points of Cumberland and Benham, Ky., and the off-route points of Appalachia, St. Charles, and Pennington Gap, Va.; from Harlan over U.S. Highway 421 to junction U.S. Highway 119, thence over U.S. Highway 119 to junction Kentucky Highway 160, and thence over Kentucky Highway 160 to Lynch, and return over the same route.

Conditions: A, E, J, K.

Sub 1283—February 19, 1957.

Regular routes: *General commodities*, moving in express service, between Seattle and Aberdeen, Wash., serving the intermediate points of Tacoma, South Tacoma, Lakeview, Olympia, Elma, and Montesano, Wash., and the off-route point of Fort Lewis, Wash.; from Seattle over U.S. Highway 99 to Tacoma, Wash., and thence over U.S. Highway 410 to Aberdeen, and return over the same route.

Conditions: A, P, J, K.

Sub 1286—September 16, 1958. (Supersedes and cancels certificate issued March 25, 1957.) (Also embraces Sub 1416.)

Regular routes: *General commodities*, moving in express service, between Pittsburgh, Pa., and junction Pennsylvania Highways 68 and 268 (near Karns City, Pa.), serving the intermediate points of Freeport and Kittanning, Pa., and serving the junction of Pennsylvania Highways 68 and 268 for purpose of joinder only; from Pittsburgh over Pennsylvania Highway 28 to Kittanning, thence over Pennsylvania Highway 268 to junction Pennsylvania Highway 68, and return over the same route.

Between Parkers Landing, Pa., and junction Pennsylvania Highways 268 and 338 (near Foxburg, Pa.), serving no intermediate points and serving the junction of Pennsylvania Highways 268 and 338 for purpose of joinder only; from Parkers Landing over Pennsylvania Highway 268 to junction Pennsylvania Highway 338, and return over the same route.

Between Talley Cavey, Pa., and Butler, Pa., serving no intermediate points and serving Talley Cavey for purpose of joinder only, as an alternate route for operating convenience only in connection with carrier's authorized regular-route operations; from Talley Cavey over Pennsylvania Highway 8 to Butler, and return over the same route.

Between Franklin, Pa., and Butler, Pa., serving no intermediate points, as an alternate route for operating convenience only, in connection with carrier's authorized regular-route operations; from Franklin over Pennsylvania Highway 8 to Butler and return over the same route.

Between Butler, Pa., and Kittanning, Pa., serving no intermediate points, as an alternate route for operating convenience only in connection with carrier's authorized regular-

route operations; from Butler over U.S. Highway 422 to Kittanning, and return over the same route.

Conditions: B, F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air or express service; K.

Sub 1288—January 18, 1957.

Regular route: *General commodities*, moving in express service, between Paris, Ky., and Flemingsburg, Ky., serving the intermediate point of Carlisle, Ky.; from Paris, Ky., over U.S. Highway 68 to junction Kentucky Highway 36, thence over Kentucky Highway 36 to junction Kentucky Highway 32, thence over Kentucky Highway 32 to Flemingsburg, and return over the same route.

Conditions: B, P, H, K.

Sub 1292—January 30, 1957.

Regular route: *General commodities*, moving in express service, between Laurens, S.C., and Simpsonville, S.C., serving the intermediate point of Fountain Inn, S.C.; from Laurens over U.S. Highway 276 to Simpsonville, and return over the same route.

Conditions: B, P, H, K.

Sub 1297—February 8, 1962. (Supersedes and cancels Certificate issued January 31, 1957 as modified January 16, 1962.)

Regular route: *General commodities*, moving in express service, between Denver, Colo., and LaJunta, Colo., serving the intermediate points of Colorado Springs, Pueblo, Devine, North Avondale, Boone, Fowler, Manzanola, Rocky Ford, and Swink, Colo.; from Denver over U.S. Highway 85 to Pueblo, thence over U.S. Highway 50 to LaJunta (also from Pueblo over Colorado Highway 96 to Boone, Colo. thence over Colorado Highway 209 to junction U.S. Highway 50), and return over the same routes.

Conditions: B, P, H, K.

Sub 1298—April 3, 1957.

Regular routes: *General commodities*, moving in express service, between Los Angeles, Calif., and Anaheim, Calif., serving no intermediate points; from Union Terminal Express Annex, Los Angeles, over Aliso Street to Alameda Street, thence over Alameda Street to Commercial Street, thence over Commercial Street to Santa Ana Freeway at Hewitt Street, thence over Santa Ana Freeway to Center Street, thence over Center Street to Union Pacific Station, Anaheim, and return over the same route.

Conditions: B, P, H, K.

Sub 1299—February 8, 1962. (Supersedes and cancels certificate issued February 18, 1957 as modified January 16, 1962.)

Regular routes: *General commodities*, moving in express service, between Chester, Pa., and Philadelphia, Pa., serving no intermediate points; from Chester over Pennsylvania Highway 291 to Philadelphia, and return over the same route.

Conditions: A; Shipments transported by carrier shall be limited to those moving on a through bill of lading or express receipt, covering, in addition to a motor carrier movement by carrier, an immediately prior or immediately subsequent movement by rail, air, or substituted motor-for-rail service; J; K.

Sub 1300—March 21, 1957. (Also embraces Sub 1304, not here involved.)

Regular routes: *General commodities*, moving in express service, between Lexington and Hazard, Ky., serving the intermediate points of Winchester and Jackson, Ky.; from Lexington over U.S. Highway 60 to Winchester, thence over Kentucky Highway 15 to Hazard, and return over the same route.

Between Winchester and Pine Ridge, Ky., serving the intermediate points of Irvine and Beattyville, Ky., and serving Pine Ridge for joinder only; from Winchester over Kentucky Highway 89 to Irvine, thence over Ken-

tucky Highway 52 to Beattyville, and thence over Kentucky Highway 11 to Pine Ridge, and return over the same route.

Conditions: D, P, J, K.

Sub 1301—May 7, 1957.

Regular routes: *General commodities*, moving in express service, between Cincinnati, Ohio, and Morrow, Ohio serving the intermediate point of Milford, Ohio, and serving junction U.S. Highway 22 and Ohio Highway 48 for purpose of joinder only; from Cincinnati over U.S. Highway 50 to Milford, Ohio, thence over Ohio Highway 126 to junction unnumbered highway (Madeira-Loveland Road), thence over Madeira-Loveland Road to Madeira, Ohio, thence over unnumbered highway (Miami Road) to junction U.S. Highway 22, thence over U.S. Highway 22 via junction Ohio Highway 48 to Morrow, and return over the same route.

Between Cincinnati, Ohio, and Mason, Ohio serving Mason for purpose of joinder only; from Cincinnati over U.S. Highway 42 to Mason, and return over the same route.

Between junction Ohio Highway 43 and unnumbered highway (Grandin Road) and Kings Mills, Ohio, serving no intermediate points, and serving junction Ohio Highway 48 and Grandin Road for purpose of joinder only; from junction Ohio Highway 48 and unnumbered highway (Grandin Road) over Grandin Road to Kings Mills, and return over the same route.

Conditions: B, P, H, K.

Sub 1309—April 19, 1957.

Regular routes: *General commodities*, moving in express service, between Boston, Mass., and Waltham, Mass., serving no intermediate points; from Boston over City streets to junction U.S. Highway 20, thence over U.S. Highway 20 to Waltham, and return over the same route.

Between Boston, Mass., and Malden, Mass., serving no intermediate points; from Boston over city streets to junction U.S. Highway 1, thence over U.S. Highway 1 to junction Middlesex Avenue, thence over Middlesex Avenue to Malden, and return over the same route.

Between Boston, Mass., and Medford, Mass., serving no intermediate points; from Boston over city streets to junction U.S. Highway 1, thence over U.S. Highway 1 to junction Massachusetts Highway 16, thence over Massachusetts Highway 16 to Medford, and return over the same route.

Conditions: B, P, H, K.

Sub 1314—April 29, 1958.

Regular route: *General commodities*, moving in express service, between Miami, Fla., and Homestead, Fla., serving the intermediate points of Coconut Grove, South Miami, Perrine, Goulds, and Princeton, Fla.; from Miami over U.S. Highway 1 to Homestead, and return over the same route.

Conditions: B, P, H, K.

Sub 1316—December 11, 1958 (Supersedes and cancels Corrected Certificate issued September 5, 1957 which embraced Sub 1357.) (Also embraces Sub 1432.)

Regular routes: *General commodities*, moving in express service, between Middletown, N.Y., and Roscoe, N.Y., serving the intermediate and off-route points of Ellenville, Mountain Dale, Woodridge, South Fallsburg, Ferndale, Hurleyville, Liberty, and Livingston Manor, N.Y.; from Middletown over New York Highway 17M to junction New York Highway 17, thence over New York Highway 17 to junction U.S. Highway 209, thence over U.S. Highway 209 to junction unnumbered highway at or near Spring Glen, N.Y., thence over unnumbered highway via Mountain Dale and Woodridge, N.Y., to junction New York Highway 42, thence over New York Highway 42 to junction New York Highway 53, thence over New York Highway 53 to junction New York Highway 17, thence over

New York Highway 17 via Liberty and Livingston Manor, N.Y., to Roscoe, and return over the same route.

Between Louisville, Ky., and Fulton, Ky., serving the intermediate points of Ft. Knox, Cecilia, Litchfield, Beaver Dam, Central City, Greenville, Nortonville, Dawson Springs, Princeton, Kuttawa, Calvert City, Paducah, Viola, Mayfield, Water Valley, Wine Grove, Caneyville, and Kosmosdale, Ky., and the off-route points of Murray and Benton, Ky.; from Louisville over U.S. Highway 31W to Elizabethtown, Ky., thence over U.S. Highway 62 to Paducah, Ky., thence over U.S. Highway 45 to Fulton, and return over the same route.

Conditions: B, F, H, K.

Sub 1324—June 14, 1957. (Also embraces Sub 1325.)

Regular route: *General commodities*, moving in express service, between Gainesville, Ga., and Commerce, Ga., serving the intermediate point of Jefferson, Ga.; from Gainesville over U.S. Highway 129 to Jefferson, Ga., and thence over Georgia Highway 15 to Commerce, and return over the same route.

Between Denver, Colo., and the site of the Glenn L. Martin Company plant, near Kessler, Colo., serving no intermediate point; from Denver over U.S. Highway 85 to junction Colorado Highway 75, and thence over Colorado Highway 75 to the site of the Glenn L. Martin Company plant, and return over the same route.

Conditions: B, F, J, K.

Sub 1328—June 12, 1957.

Regular route: *General commodities*, moving in express service, serving Livingston, Tenn., as an off-route point in connection with carrier's authorized regular-route operations between Nashville, Tenn., and Crossville, Tenn., over U.S. Highway 70N.

Conditions: B, F, J, K.

Sub 1331—September 24, 1962. (Supersedes and cancels Certificate issued July 1, 1957, as modified June 8, 1962.)

Regular route: *General commodities*, moving in express service, between Greenville, S.C., and Pickens, S.C., serving no intermediate points; from Greenville over South Carolina Highway 183 to Pickens, and return over the same route.

Conditions: D, F, J, K.

Sub 1332—November 18, 1957.

Regular route: *General commodities*, moving in express service, between Spokane, Wash., and Wallace, Idaho, serving the intermediate points of Dishman, Wash., and Couer d'Alene and Kellogg, Idaho; from Spokane over U.S. Highway 10 to Wallace, and return over the same route.

Conditions: Auxiliary to, or supplemental of, rail or air express service; F, except that carrier may render local express service solely between Spokane, Dishman, Couer d'Alene, Kellogg, and Wallace, on express receipts or billing without a prior or subsequent movement by rail or air; J, K.

Sub 1335—August 28, 1957.

Regular routes: *General commodities*, moving in express service, between Concord and Laconia, N.H., serving the intermediate point of Tilton, N.H.; from Concord over U.S. Highway 3 to Laconia, and return over the same route.

Conditions: B, F, H, K.

Sub 1344—August 14, 1957.

Regular route: *General commodities*, moving in express service, between Clarksburg, W. Va., and Buckhannon, W. Va., serving no intermediate points, as an alternate route for operating convenience only in connection with carrier's authorized regular-route operations between Clarksburg and Buckhannon; from Clarksburg over West Virginia Highway 20 to Buckhannon, and return over the same route.

Conditions: B, F, H.

Sub 1345—October 8, 1957.

Regular routes: *General commodities*, moving in express service, between Wheeling, W. Va., and Parkersburg, W. Va., serving the intermediate points of Benwood, Moundsville, Kent (Marshall County), New Martinsville, Paden City, Sistersville, and St. Marys, W. Va.; from Wheeling over West Virginia Highway 2 to Parkersburg, and return over the same route.

Between junction West Virginia Highways 2 and 31 and Parkersburg, W. Va., serving the intermediate point of Williamstown, W. Va.; from junction of West Virginia Highways 2 and 31 over West Virginia Highway 31 to Williamstown, thence over U.S. Highway 21 to Parkersburg, and return over the same route.

Conditions: D, F, J, K.

Sub 1346—August 21, 1957. (Embraced in Sub 1337 which also embraces Sub 1354.)

Regular routes: *General commodities*, moving in express service, between Greenville, S.C., and Anderson, S.C., serving the intermediate points of Pendleton and LaFrance, S.C.; from Greenville over South Carolina Highway 81 to junction South Carolina Highway 88, thence over South Carolina Highway 88 to Pendleton, and thence over U.S. Highway 78 to Anderson, and return over the same route.

Between junction U.S. Highway 12 and Michigan Highway 99 (about three miles east of Albion, Mich.) and Springport, Mich., serving no intermediate points; from junction U.S. Highway 12 and Michigan Highway 99 over Michigan Highway 99 to Springport, and return over the same route.

Conditions: B, F, H, K.

Sub 1347—September 24, 1962. (Supersedes and cancels certificate issued July 31, 1957, as modified June 8, 1962.)

Regular route: *General commodities*, moving in express service, between Seneca, S.C., and Walhalla, S.C., serving no intermediate points; from Seneca over South Carolina Highway 28 (portion formerly U.S. Highway 76) to Walhalla, and return over the same route.

Conditions: D, F, J, K.

Sub 1350—August 2, 1957.

Regular routes: *General commodities*, moving in express service, between Hendersonville, N.C., and Rosman, N.C., serving the intermediate points of Pisgah Forest and Brevard, N.C.; from Hendersonville over U.S. Highway 64 to Rosman, and return over the same route.

Conditions: B, F, H, K.

Sub 1354—See Sub 1346.

Sub 1362—January 15, 1958.

Regular routes: *General commodities*, moving in express service, between Richmond, Va., and Danville, Va., serving the intermediate points of Ringgold, South Boston, Scottsburg, Clover, Chase City, Drakes Branch, Saxe, Keysville, Meherrin, Green Bay, Burkeville, Jetersville, Amelia, Chula, and Moseley, Va.: From Richmond over U.S. Highway 360 to junction Virginia Highway 304, thence over Virginia Highway 304 to junction U.S. Highway 58, thence over U.S. Highway 58 to Danville, and return over the same route; from Danville, over U.S. Highway 58 to junction Virginia Highway 726, thence over Virginia Highway 726 to Ringgold, Va., returning over the same route to junction U.S. Highway 58, thence over U.S. Highway 58 to junction Virginia Highway 304, thence over Virginia Highway 304 to junction U.S. Highway 360 and Virginia Highway 344, thence over Virginia Highway 344 to Scottsburg, Va., returning over same route to junction U.S. Highway 360, thence over U.S. Highway 360 to junction Virginia Highway 47, thence over Virginia Highway 47 to Chase City, Va., returning over the same route to junction U.S. Highway 360, thence over U.S. Highway 360 to junction Virginia

Highway 47, thence over Virginia Highway 47 to Drakes Branch, Va., thence over Virginia Highway 47 to junction unnumbered highway, thence over unnumbered highway to Saxe, Va., returning over same route to U.S. Highway 360, thence over U.S. Highway 360 to junction Virginia Highway 604, thence over Virginia Highway 604 to Chula, Va., returning over same route to junction U.S. Highway 360, thence over U.S. Highway 360 to junction Virginia Highway 603, thence over Virginia Highway 603 to junction Virginia Highway 605, thence over Virginia Highway 605 to Moseley, Va., returning over the same route to junction U.S. Highway 360, thence over U.S. Highway 360 to Richmond, and return over the same route.

Conditions: B, F, J, K.

Sub 1366—October 16, 1957.

Regular routes: *General commodities*, moving in express service, between Knoxville, Tenn., and Oak Ridge, Tenn., serving the intermediate points of Clinton, Powell, and Lake City, Tenn.; from Knoxville over U.S. Highway 25-W to junction Emory Road, thence over Emory Road to Powell, Tenn., thence return over Emory Road to junction U.S. Highway 25-W thence over U.S. Highway 25-W to Lake City, Tenn., thence return over U.S. Highway 25-W to junction Tennessee Highway 61, at Clinton, Tenn., thence over Tennessee Highway 61 to junction Tennessee Highway 95, and thence over Tennessee Highway 95 to Oak Ridge; and return from Oak Ridge over River Road to junction Tennessee Highway 62 and thence over Tennessee Highway 62 to Knoxville.

Conditions: B, F, H, K.

Sub 1369—November 1, 1957.

Regular route: *General commodities*, moving in express service, between Richmond, Va., and Petersburg, Va., serving no intermediate points; from Richmond over U.S. Highway 1 to Petersburg, and return over the same route.

Conditions: B, F, H, K.

Sub 1370—November 4, 1957. (Embraced in Sub 1363.)

Regular routes: *General commodities*, moving in express service, between Pensacola, Fla., and Eglin Air Force Base, Fla., serving the intermediate point of Fort Walton Beach, Fla.; from Pensacola over U.S. Highway 98 to Fort Walton Beach, thence over Florida Highway 85 to Eglin Air Force Base, and return over the same route.

Conditions: Auxiliary to, or supplemental of, air or rail service; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, rail or air express service; K.

Sub 1372—November 15, 1957.

Regular routes: *General commodities*, moving in express service, between Cincinnati, Ohio, and Sardinia, Ohio, serving the intermediate points of Newton, Batavia, Williamsburg, and Mount Orab, Ohio; from Cincinnati over Ohio Highway 74 to Sardinia, and return over the same route.

Between Portsmouth, Ohio, and Sardinia, Ohio, serving the intermediate and off-route points of McDermott, Peebles, Seaman, and Winchester, Ohio; from Portsmouth over Ohio Highway 104 to Rushtown, Ohio, thence over unnumbered highway via McDermott, Ohio, to junction Ohio Highway 73, thence over Ohio Highway 73 to junction Ohio Highway 74, thence over Ohio Highway 74 to junction unnumbered highway known as Lawshe Road (west of Peebles, Ohio), thence over unnumbered highway via Lawshe, Ohio, to junction Ohio Highway 74, thence over Ohio Highway 74 to Sardinia, and return over the same route.

Conditions: D, F, J, K.

Sub 1373—November 18, 1957.

Regular routes: *General commodities*, moving in express service, between Newark, N.J.,

and New Brunswick, N.J., serving no intermediate points; from Newark over U.S. Highway 1 to New Brunswick, and return over the same route.

Conditions: B, F, H, K.

Sub 1380—March 26, 1958.

Regular route: *General commodities*, moving in express service, between Albuquerque, N. Mex., and Taos, N. Mex., serving the intermediate points of Santa Fe, Espanola, N. Mex., and the off-route point of Los Alamos, N. Mex.; from Albuquerque over New Mexico Highway 422 to junction U.S. Highway 85, thence over U.S. Highway 85 to Santa Fe, N. Mex., thence over U.S. Highway 285 to junction U.S. Highway 64, and thence over U.S. Highway 64 to Taos, and return over the same route.

Conditions: B, F, H, K.

Sub 1381—January 28, 1958.

Regular route: *General commodities*, moving in express service, between Decatur, Ill., and Illopolis, Ill., serving no intermediate points; from Decatur over U.S. Highway 36 to Illopolis, and return over the same route.

Conditions: D, E, J, K.

Sub 1386—February 24, 1958. (Embraced in Sub 1384 which also embraces Sub 1387.)

Regular routes: *General commodities*, moving in express service, between Corbin, Ky., and Jellico, Tenn., serving Williamsburg, Ky., as an intermediate point; from Corbin over Kentucky Highway 26 to junction U.S. Highway 25-W, thence over U.S. Highway 25-W, to Jellico, and return over the same route.

Between Pullman, Wash., and Colfax, Wash., serving no intermediate points; from Pullman over U.S. Highway 195 to Colfax, and return over the same route.

Conditions: B, F, H, K.

Sub 1387—See Sub 1386.

Sub 1393—December 9, 1958.

Regular routes: *General commodities*, moving in express service, between Tampa, Fla., and Sarasota, Fla., serving the intermediate points of East Tampa, North Ruskin, Palmetto, and Bradenton, Fla., and the off-route point of Gillette, Fla.; from Tampa over U.S. Highway 41 to Bradenton, thence over U.S. Highway 301 to Sarasota, and return over the same route.

Conditions: B, F, H, K.

Sub 1399—February 6, 1964. (Supersedes and cancels certificate issued August 4, 1958, as modified September 13, 1963.)

Regular routes: *General commodities*, moving in express service, between Albany, N.Y., and Hoosick Falls, N.Y., serving the intermediate points of Valley Falls and Eagle Bridge, N.Y.; from Albany over combined New York Highways 2 and 32 to junction New York Highway 7, thence over New York Highway 7 to Troy, N.Y., thence over New York Highway 40 to junction New York Highway 67, thence over New York Highway 67 to North Hoosick, N.Y., and thence over New York Highway 22 to Hoosick Falls, and return over the same route.

Conditions: B, F, H, K.

Sub 1402—August 4, 1958.

Regular route: *General commodities*, moving in express service, between Petersburg, Va., and Roanoke, Va., serving the intermediate points of Blue Ridge, Montvale, Bedford, Goode, Lynchburg, Concord, Appamattox, Evergreen, Pamplin, Prospect, Farmville, Rice, Burkeville, Crewe, Blackstone, Wellville, Wilsons, Ford, Forest, and Vinton, Va.; from Petersburg over U.S. Highway 460 to Roanoke, and return over the same route.

Conditions: B, F, H, K.

Sub 1404—August 4, 1958.

Regular route: *General commodities*, moving in express service, between Norfolk, Va., and Virginia Beach, Va., serving no intermediate points; from Norfolk over U.S. High-

way 58 to Virginia Beach, and return over the same route.

Conditions: B, F, H, K.

Sub 1405—August 14, 1958.

Regular routes: *General commodities*, moving in express service, between Keyser, W. Va., and Parson, W. Va., serving the intermediate points of Luke, Md., and Blaine, Bayard, and Thomas, W. Va., and the off-route points of Gorman, Md., and Shaw and Hendricks, W. Va.; from Keyser over U.S. Highway 220 to junction Maryland Highway 135, thence over Maryland Highway 135 via Luke, Md., to junction Maryland Highway 38, thence over Maryland Highway 38 to the Maryland-West Virginia State line, thence over West Virginia Highway 42 to junction U.S. Highway 50, thence over U.S. Highway 50 to Gorman, W. Va., thence over West Virginia Highway 90 via Bayard, W. Va., to junction U.S. Highway 219, thence over U.S. Highway 219 via Thomas, W. Va., to Parsons; and return from Parsons over U.S. Highway 219 to junction West Virginia Highway 90, thence over West Virginia Highway 90 to junction U.S. Highway 50, thence over U.S. Highway 50 to junction U.S. Highway 220, thence over U.S. Highway 220 to Keyser.

Conditions: B, F, H, K.

Sub 1412—September 30, 1958. (Also embraces Sub 1420.)

Regular routes: *General commodities*, moving in express service, between Roanoke, Va., and Bristol, Va., serving the intermediate points of Salem, Elliston, Christiansburg, Radford, Dublin, Pulaski, Wytheville, Marion, Chilhowie, and Abingdon, Va., and the off-route points of Cambria, Max Meadows, Rural Retreat, Glade Spring, Emory, and Meadow View, Va.; from Roanoke over U.S. Highway 460 to junction Alternate U.S. Highway 460, thence over Alternate U.S. Highway 460 to Salem, Va., thence over U.S. Highway 11 to Bristol, and return over the same route; from Columbia, S.C., to Aiken, S.C., serving the intermediate points of Perry, Salley, and Springfield, S.C.; from Columbia over South Carolina Highway 215 to junction South Carolina State Road S-2-237, thence over South Carolina State Road S-2-237 to junction South Carolina Highway 39, thence over South Carolina Highway 39 to junction South Carolina Highway 4, thence over South Carolina Highway 4 to junction South Carolina Highway 215, thence over South Carolina Highway 215 to Aiken, and return over the same route with no transportation for compensation except as otherwise authorized.

Conditions: B, F, H, K.

Sub 1417—October 6, 1958.

Regular route: *General commodities*, moving in express service, between Johnson City, Tenn., and Erwin, Tenn., serving no intermediate points; from Johnson City over combined U.S. Highways 19W and 23 to Erwin, and return over the same route.

Conditions: B, F, H, K.

Sub 1418—September 16, 1958. (Embraced in Sub 1415.)

Regular routes: *General commodities*, moving in express service, between Asheville, N.C., and Spruce Pine, N.C., serving the intermediate point of Burnsville, N.C.; from Asheville over combined U.S. Highways 19-23 to junction U.S. Highways 19 and 23, thence over U.S. Highways 19 and 19E to Spruce Pine, and return over the same route.

Conditions: B, F, H, K.

Sub 1423—October 28, 1958.

Regular route: *General commodities*, moving in express service, between Morristown, Tenn., and Rogersville, Tenn., serving the intermediate point of Bullgap, Tenn.; from Morristown over U.S. Highway 11-E to Bullgap, Tenn., thence over Tennessee Highway 66 to Rogersville, thence over U.S. Highway 11-W to junction U.S. Highway 25-E, and

thence over U.S. Highway 25-E to Morristown, and return over the same route.

Conditions: B, F, H, K.

Sub 1424—February 6, 1964. (Supersedes and cancels certificate issued November 18, 1958, as modified December 4, 1963.)

Regular route: *General commodities*, moving in express service, between Portland, Maine, and Lewiston, Maine, serving no intermediate points; from Portland over Maine Highway 100 to junction U.S. Highway 202, thence over U.S. Highway 202 to Lewiston, and return over the same route.

Conditions: Auxiliary to, or supplemental of, air or rail express service; F; H; K.

Sub 1425—November 26, 1958. (Also embraces Sub 1431.)

Regular routes: *General commodities*, moving in express service, between Boston, Mass., and Lawrence, Mass., serving no intermediate points; from Boston over city street to Cambridge, Mass., thence over U.S. Highway 1 to junction Massachusetts Highway 28, thence over Massachusetts Highway 28 to Lawrence, and return over the same route.

Between Hoosick Falls, N.Y., and North Adams, Mass., serving no intermediate points; from Hoosick Falls over New York Highway 22 to North Petersburg, N.Y., thence over New York Highway 346 to the New York-Vermont State line, thence over Vermont Highway 346 to Pownal, Vt., thence over U.S. Highway 7 to Williamstown, Mass., thence over Massachusetts Highway 2 to North Adams, and return over the same route.

Conditions: B, F, H, K.

Sub 1426—October 29, 1958.

Regular route: *General commodities*, moving in express service, serving Corfu, N.Y., as an off-route point in connection with carrier's authorized regular route operations between Clarence, N.Y., and Batavia, N.Y.

Conditions: B, F, H, K.

Sub 1428—December 10, 1958.

Regular route: *General commodities*, moving in express service, serving Murphy, N.C., as an off-route point in connection with carrier's authorized regular-route operations between Atlanta, Ga., and Copperhill, Tenn.

Conditions: B; P, except as to shipments originating at, or consigned to, Atlanta, Ga.; H, K.

Sub 1437—December 9, 1958.

Regular route: *General commodities*, moving in express service, between Traverse City, Mich., and Frankfort, Mich., serving the intermediate points of Beulah, Mich., and the National Music Camp at Interlochen, Mich.; from Traverse City over U.S. Highway 31 to junction Michigan Highway 137, thence over Michigan Highway 137 to the National Music Camp at Interlochen, thence return over Michigan Highway 137 to junction U.S. Highway 31, thence over U.S. Highway 31 to junction Michigan Highway 115, thence over Michigan Highway 115 to Frankfort, and return over the same route.

Conditions: B, F, H, K.

Sub 1438—March 11, 1959. (Also embraces Sub 1455.)

Regular route: *General commodities*, moving in express service, between Westminster, Md., and Thurmont, Md., serving the intermediate point of Emmitsburg, Md.; from Westminster over Maryland Highway 97 to Emmitsburg, thence over U.S. Highway 15 to Thurmont, and return over the same route.

Restriction: The authority granted hereinabove and that held by carrier in No. MC 66562 Sub 1360* between Baltimore, Md., and Hagerstown, Md., over specified routes, serving Westminster and Thurmont, Md., as intermediate points shall not be construed as conferring more than one operating right. (* No rail haul restriction.)

Between Berlin, Wis., and Waupun, Wis., serving the intermediate points of Ripon,

Wis., and Brandon, Wis.; from Berlin over Wisconsin Highway 49 to Waupun, and return over the same route.

Conditions: B, F, H, K.

Sub 1439—February 3, 1959.

Regular routes: *General commodities*, moving in express service, between Greensboro, N.C., and Goldsboro, N.C., serving the intermediate points of Durham and Raleigh, N.C., and the off-route point of Selma, N.C.; from Greensboro over North Carolina Highway 6 to junction U.S. Highway 70, thence over U.S. Highway 70 to Goldsboro (also from junction U.S. Highways 70 and 301 over U.S. Highway 301 to Selma, N.C.), thence over Alternate U.S. Highway 70 to junction U.S. Highway 70), and return over the same routes.

Conditions: B, F, H, K.

Sub 1440—July 7, 1959.

Regular routes: *General commodities*, moving in express service, between Minneapolis, Minn., and Aberdeen, S. Dak., serving the intermediate points of Cologne, Norwood, Plato, Glencoe, Brownston, Stewart, Buffalo Lake, Hector, Bird Island, Olivia, Danube, Renville, Sacred Heart, Granite Falls, Montevideo, Milan, Appleton, Correll, Odessa and Ortonville, Minn., and Big Stone City, Milbank, Summit, Ortley, Waubay, Webster, Bristol, Andover and Groton, S. Dak.; from Minneapolis over U.S. Highway 12 to junction Minnesota Highway 100, thence over Minnesota Highway 100 to junction U.S. Highway 212, thence over U.S. Highway 212 to Montevideo, Minn., thence over Minnesota Highway 7 to junction U.S. Highway 75, thence over U.S. Highway 75 to junction U.S. Highway 12, and thence over U.S. Highway 12 to Aberdeen, and return over the same route.

Conditions: B, F, H, K.

Sub 1441—January 5, 1959.

Regular routes: *General commodities*, moving in express service, between Raleigh, N.C., and Charlotte, N.C., serving the intermediate points of Carthage, Robbins, West End, Candor, Biscoe, Star, Troy, Mt. Gilead, Oakboro, Stanfield and Midland, N.C.; from Raleigh over U.S. Highway 1 to junction combined U.S. Highways 15 and 501, thence over combined U.S. Highways 15 and 501 to Carthage, N.C., thence over North Carolina Highway 27 to junction North Carolina Highway 705, thence over North Carolina Highway 705 to Robbins, N.C., thence return over North Carolina Highway 705 to junction North Carolina Highway 27, thence over North Carolina Highway 27 to junction U.S. Highway 220 (also from junction North Carolina Highways 27 and 705 over North Carolina Highway 705 to junction North Carolina Highway 211, thence over North Carolina Highway 211 to West End, N.C., thence return over North Carolina Highway 211 to junction North Carolina Highway 705), (also from junction North Carolina Highways 705 and 211 over North Carolina Highway 211 to Candor, N.C., thence over U.S. Highway 220 to Biscoe, N.C., thence over U.S. Highway 220 to Star, N.C., thence return over U.S. Highway 220 to junction North Carolina Highway 27), thence over North Carolina Highway 27 via Troy, N.C., to junction North Carolina Highway 109, thence over North Carolina Highway 109 to Mt. Gilead, N.C., thence return over North Carolina Highway 109 to junction North Carolina Highway 27, thence over North Carolina Highway 27 to junction North Carolina Highway 73, thence over North Carolina Highway 73 to junction North Carolina Highway 27, thence over North Carolina Highway 27 to junction North Carolina Highway 205, thence over North Carolina Highway 205 to Oakboro, N.C., thence return over North Carolina Highway 205 to junction North Carolina Highway 27, thence over North Carolina Highway 27 to junction North Carolina Highway 200, thence over North Carolina Highway 200 to Stanfield, N.C., thence return over North Carolina Highway

200 to junction North Carolina Highway 27, thence over North Carolina Highway 27 to junction U.S. Highway 601, thence over U.S. Highway 601 to Midland, N.C., thence return over U.S. Highway 601 to junction North Carolina Highway 27, and thence over North Carolina Highway 27 to Charlotte and return over the same route.

Conditions: B, F, H, K.

Sub 1447—May 12, 1961.

Regular routes: *General commodities*, moving in express service, between Houston, Tex., and San Antonio, Tex., serving the intermediate points of Katy, Brookshire, Columbus, Welmar, Schulenburg, Flatonia, Luling, Seguin, and Randolph Field, Tex.; from Houston over U.S. Highway 90 to Seguin, Tex., thence over Texas Highway 78 to junction Farm Road 1516, thence over Farm Road 1516 to junction U.S. Highway 90, and thence over U.S. Highway 90 to San Antonio, and return over the same route.

Conditions: B, F, H, K.

Sub 1448—April 30, 1959.

Regular routes: *General commodities*, moving in express service, between Janesville, Wis., and Monroe, Wis., serving the intermediate points of Footville, Orfordville, Brodhead, Juda, Browntown, South Wayne, Gratiot, Belmont, Mineral Point, New Glarus, and Monticello, Wis., and the off-route points of Shullsburg, Darlington, and Albany, Wis.; from Janesville over Wisconsin Highway 11 to Shullsburg, thence return over Wisconsin Highway 11 to junction Wisconsin Highway 23, thence over Wisconsin Highway 23 to junction Wisconsin Highway 81, thence over Wisconsin Highway 81 to Darlington, thence return over Wisconsin Highway 81 to junction Wisconsin Highway 126, thence over Wisconsin Highway 126 to Belmont, thence over U.S. Highway 151 to Mineral Point, thence over Wisconsin Highway 39 to junction Wisconsin Highway 59, thence over Wisconsin Highway 59 to Albany, thence return over Wisconsin Highway 59 to Monroe, thence over Wisconsin Highway 11 to Janesville.

Between Monticello, Wis., and Monroe, Wis., serving no intermediate points, as an alternate route for operating convenience only; from Monticello over Wisconsin Highway 69 to Monroe, and return over the same route.

Conditions: B, F, H, K.

Sub 1450—January 28, 1959.

Regular routes: *General commodities*, moving in express service, between Johnson City, Tenn., and Elizabethton, Tenn., serving no intermediate points; from Johnson City over Tennessee Highway 91 to Elizabethton, and return over the same route.

Conditions: B, F, H, K.

Sub 1459—May 22, 1959. (Also embraces Sub 1465.)

Regular routes: *General commodities*, moving in express service, between Louisville, Ky., and Harlan, Ky., serving the intermediate and off-route points of Springfield, Lancaster, Stanford, Crab Orchard, Mt. Vernon, London, Corbin, Barbourville, Pineville, Blackmont, Lebanon, Campbellsville, Greensburg, Loretto, Getsemane, Lebanon Junction, Shepherdsville, Danville, and Bardstons, Ky.; from Louisville over U.S. Highway 150 to Springfield, Ky. (also from Louisville over Kentucky Highway 61 to Lebanon Junction, Ky., thence over Kentucky Highway 52 to Lebanon, Ky., thence south over Kentucky Highway 55 to Campbellsville, Ky., thence over U.S. Highway 68 to Greensburg, Ky., thence return over U.S. Highway 68 to Campbellsville, Ky., thence north over Kentucky Highway 55 to Springfield), thence over U.S. Highway 150 to Stanford, Ky. (also from Danville, Ky., over Kentucky Highway 52 to Lancaster, Ky., thence over U.S. Highway 27 to Stanford), thence over U.S. Highway 150 to Mt. Vernon, Ky., thence

over U.S. Highway 25 to Corbin, Ky., thence over U.S. Highway 25E to Pineville, Ky., and thence over U.S. Highway 119 to Harlan, and return over the same routes.

Between Jackson, Ky., and Beattyville, Ky., as an alternate route for operating convenience only in connection with carrier's regular route operations between Lexington and Hazard, Ky., and between Winchester and Pine Ridge, Ky., serving no intermediate points; from Jackson over Kentucky Highway 52 to Beattyville, and return over the same route.

Conditions: B, F, H, K.

Sub 1460—July 22, 1959.

Regular routes: *General commodities*, moving in express service, between Danville, Va., and Lawrenceville, Va., serving the intermediate points of South Boston, Virginia, Clarksville, Boydton, South Hill, and Brodnax, Va.; from Danville over U.S. Highway 58 to junction U.S. Highway 501 (at or near South Boston), thence over U.S. Highway 501 to junction Virginia Highway 96, thence over Virginia Highway 96 to Virginia, thence over Virginia Highway 49 to junction U.S. Highway 58, thence over U.S. Highway 58 to Lawrenceville, and return from Lawrenceville over U.S. Highway 58 to Danville.

Conditions: B, F, H, K.

Sub 1461—August 6, 1964. (Supersedes and cancels Cert. issued June 23, 1959, as modified June 19, 1964.)

Regular routes: *General commodities*, moving in express service, between Pittsburgh, Pa., and New Castle, Pa., serving the intermediate points of Corsopolis, Aliquippa, Fallston, Beaver Falls, Ellwood City, and Wampum, Pa.; from Pittsburgh over Pennsylvania Highway 51 to Aliquippa, thence over unnumbered highway to Monaca, Pa., thence over Pennsylvania Highway 51 to Rochester, Pa., thence over Pennsylvania Highway 18 to Koppel, Pa., thence over Pennsylvania Highway 351 to Ellwood City, thence over Pennsylvania Highway 288 to Wampum, thence over Pennsylvania Highway 18 to junction Pennsylvania Highway 168, thence over Pennsylvania Highway 168 to New Castle, and return over the same route.

Between Pittsburgh, Pa., and New Castle, Pa., serving no intermediate points, as an alternate route for operating convenience only, in connection with carrier's authorized regular route operations: From Pittsburgh over Pennsylvania Highway 65 (formerly Pennsylvania Highway 88) to New Castle, and return over the same route; from Pittsburgh over U.S. Highway 19 (formerly shown as Pennsylvania Highway 19) to junction U.S. Highway 422, thence over U.S. Highway 422 to New Castle, and return over the same route.

Between Pittcock, Pa., and Coraopolis, Pa., serving no intermediate points, as an alternate route for operating convenience only, in connection with carrier's authorized regular route operations; from Pittcock over unnumbered highway via Neville Island, Pa., to Coraopolis, and return over the same route.

Conditions: B, F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, rail or air express service; K.

Sub 1462—May 13, 1959.

Regular routes: *General commodities*, moving in express service, between Chattanooga, Tenn., and Sparta, Tenn., serving the intermediate points of Dunlap and Pikesville, Tenn., and the off-route points of Richard City, South Pittsburg, and Whitwell, Tenn.; from Chattanooga over U.S. Highway 72 to junction Tennessee Highway 27, thence over Tennessee Highway 27 to junction Tennessee Highway 28 near Whitwell, Tenn., thence over Tennessee Highway 28 to junction Tennessee Highway 30, thence over Tennessee Highway 30 to junction Tennessee Highway

111, thence over Tennessee Highway 111 to junction U.S. Highway 70S, thence over U.S. Highway 70S to Sparta, and return over the same route; from Sparta over U.S. Highway 70S to junction Tennessee Highway 111, thence over Tennessee Highway 111 to junction Tennessee Highway 8, thence over Tennessee Highway 8 to Chattanooga, and return over the same route.

Between Pikeville, Tenn., and Sparta, Tenn., as an alternate route for operating convenience only, in connection with carrier's authorized regular route operations between Chattanooga, Tenn., and Sparta, Tenn., serving no intermediate points; from Pikeville over Tennessee Highway 28 to junction U.S. Highway 70S at Crossville, Tenn., thence over U.S. Highway 70S to Sparta, and return over the same route.

Conditions: B, F, H, K.

Sub 1463—March 26, 1959.

Regular route: *General commodities*, moving in express service, between Binghamton, N.Y., and Syracuse, N.Y., serving the intermediate points of Whitney Point, Marathon, and Cortland, N.Y., and the off-route point of Tully, N.Y.; from Binghamton over U.S. Highway 11 to junction New York Highway 41, thence over New York Highway 41 to junction New York Highway 281, thence over New York Highway 281 to junction U.S. Highway 11, and thence over U.S. Highway 11 to Syracuse, and return over the same route.

Conditions: B, F, H, K.

Sub 1464—July 16, 1959.

Regular routes: *General commodities*, moving in express service, between St. Paul, Minn., and Ellsworth, Wis., serving the intermediate points of North St. Paul, Stillwater, Lake Elmo and Bayport, Minn., and River Falls, Wis.; from St. Paul over Minnesota Highway 212 to junction Minnesota Highway 100, thence over Minnesota Highway 100 to North St. Paul, Minn., thence over Washington County Highway 29 to junction unnumbered county highway approximately 1.4 miles east of North St. Paul, Minn., thence over unnumbered county highway southward to junction Minnesota Highway 212, thence over Minnesota Highway 212 to Stillwater, Minn. (also from North St. Paul, Minn., over Minnesota Highway 36 to Stillwater, Minn.), thence across the St. Croix River to junction Wisconsin Highway 35, and thence over Wisconsin Highway 35 to Ellsworth (also from Stillwater, Minn., over Minnesota Highway 95 to junction U.S. Highway 12, thence over U.S. Highway 12 across the St. Croix River to junction Wisconsin Highway 35, and thence over Wisconsin Highway 35 to Ellsworth), and return over the same routes.

Conditions: C. All interstate shipments transported by said carrier shall be limited to those moving under Railway Express Agency tariffs on a Railway Express Agency receipt or waybill covering in addition to motor carrier movements by said carrier an immediately prior or immediately subsequent movement by rail or air; K.

Sub 1466—March 25, 1964. (Supersedes and cancels Cert. issued April 30, 1959, as amended February 6, 1964.)

Regular routes: *General commodities*, moving in express service, between Spirit Lake, Iowa, and Spencer, Iowa, serving the intermediate points of Milford, Arnolds Park, and Okeboji, Iowa; from Spirit Lake over Iowa Highway 9 to junction U.S. Highway 71, thence over U.S. Highway 71 to Spencer, and return over the same route.

Conditions: B, F, H, K.

Sub 1470—July 23, 1964. (Supersedes and cancels Cert. issued June 1, 1959, as modified June 1, 1964.)

Regular routes: *General commodities*, moving in express service, between Wichita

Falls, Tex., and Altus, Okla., serving the intermediate points of Burkburnett, Tex., and Grandfield, Frederick and Tipton, Okla.; from Wichita Falls over U.S. Highway 281 to junction Oklahoma Highway 36, thence over Oklahoma Highway 36 to junction Oklahoma Highway 5, thence over Oklahoma Highway 5 to junction U.S. Highway 283, and thence over U.S. Highway 283 to Altus, and return over the same route.

Conditions: B, F, H, K.

Sub 1475—June 24, 1959.

Regular route: *General commodities*, moving in express service, between Lumberton, N.C., and Elizabethtown, N.C., serving the intermediate point of St. Pauls, N.C.; from Lumberton over U.S. Highway 301 to St. Pauls, N.C., thence over North Carolina Highway 20 to junction North Carolina Highway 87, and thence over North Carolina Highway 87 to Elizabethtown, and return over the same route.

Between Lumberton, N.C. and Elizabethtown, N.C., serving no intermediate points; from Lumberton over North Carolina Highway 211 to junction North Carolina Highway 242, and thence over North Carolina Highway 242 to Elizabethtown, and return over the same route.

Between Elizabethtown, N.C., and Lumberton, N.C., as an alternate route for operating convenience only, serving no intermediate points; from Elizabethtown over North Carolina Highway 41 to Lumberton, and return over the same route.

Conditions: B, F, H, K.

Sub 1477—June 26, 1959.

Regular route: *General commodities*, moving in express service, from and to Marquette, Iowa, serving the intermediate points of Waukon and Lansing, Iowa, and DeSoto, Ferryville, and Lynxville, Wis., over a circular route as follows: from Marquette over Iowa Highway 13 to Waukon, Iowa, thence over Iowa Highway 9 to Lansing, Iowa, thence over the Interstate Bridge across the Mississippi River to junction Wisconsin Highway 35, thence north over Wisconsin Highway 35 to DeSoto, Wis., thence south over Wisconsin Highway 35 to Prairie du Chien, Wis., and thence over U.S. Highway 18 to Marquette.

Conditions: B, F, H, K.

Sub 1478—August 27, 1964. (Supersedes and cancels Certificate issued July 17, 1959, as modified July 7, 1964.)

Regular route: *General commodities*, moving in express service, between Worthington, Minn., and Luverne, Minn., serving the intermediate points of Adrian, Magnolia, and Rushmore, Minn.; from Worthington over U.S. Highway 16 to junction State Aid Road 15, thence over State Aid Road 15 to Rushmore thence return over State Aid Road 15 to junction U.S. Highway 16 to Luverne, and return over the same route.

Conditions: B, F, H, K.

Sub 1479—July 14, 1959.

Regular route: *General commodities*, moving in express service, between Bradshaw, W. Va., and Grundy, Va., serving no intermediate points, but serving the off-route point of Hurley, Va.; from Bradshaw over West Virginia Highway 83 to the West Virginia-Virginia State line, and thence over Virginia Highway 83 to Grundy, and return over the same route.

Conditions: B, F, H, K.

Sub 1482—September 18, 1964. (Supersedes and cancels Certificate issued August 17, 1959, as modified July 28, 1964.) (Also embraces Sub 1484.)

Regular routes: *General commodities*, moving in express service, between Portland, Maine and Rockland, Maine, serving the intermediate points of Yarmouth Junction (Yarmouth), Freeport, Brunswick, Bath, Wiscasset, Newcastle, Damariscotta, and

Waldeboro, Maine, and the off-route point of Warren, Maine; from Portland over U.S. Highway 1 to junction Interstate Highway 95, thence over Interstate Highway 95 to junction U.S. Highway 1, thence over U.S. Highway 1 to Rockland, and return over the same route.

Between Valdosta, Ga., and Nashville, Ga., serving no intermediate points; from Valdosta over Georgia Highway 125 to junction U.S. Highway 129, thence over U.S. Highway 129 to Nashville, and return over the same route.

Between Valdosta, Ga., and Nashville, Ga., serving the intermediate points of Adel and Ahlra, Ga.; from Valdosta over U.S. Highway 41 to Adel, Ga., thence over Georgia Highway 76 to Nashville, and return over the same route.

Conditions: B, F, H, K.

Sub 1483—October 22, 1959.

Regular routes: *General commodities*, moving in express service, between Port Jervis, N.Y., and junction U.S. Highway 209 and New York Highway 17, serving no intermediate points; from Port Jervis over U.S. Highway 209 to junction New York Highway 17, and return over the same route.

Between junction U.S. Highway 209 and unnumbered New York Highway (at or near Spring Glen, N.Y.), and junction New York Highways 42 and 52, serving no intermediate points; from junction U.S. Highway 209 and unnumbered New York Highway over U.S. Highway 209 to junction New York Highway 52, thence over New York Highway 52 to junction New York Highway 42, and return over the same route.

Serving Monticello, N.Y., as an off-route point in connection with carrier's authorized regular route operations between Middletown, N.Y., and Roscoe, N.Y.

Conditions: B, F, H, K.

Sub 1485—September 3, 1964. (Supersedes and cancels Certificate issued August 12, 1959, as modified July 17, 1964.)

Regular route: *General commodities*, moving in express service, between St. Paul, Minn., and Hayward, Wis., serving the intermediate points of Clear Lake, Clayton, Cumberland and Shell Lake, Wis.; from St. Paul over U.S. Highway 12 to junction St. Croix County (Wis.) Road A, thence over St. Croix County Road A to junction St. Croix County Road I, thence over St. Croix County Road I to Somerset, Wis., thence over Wisconsin Highway 64 to New Richmond, Wis., thence over Wisconsin Highway 65 to Star Prairie, Wis., thence over St. Croix County Road H to Deer Park, Wis., thence over Wisconsin Highway 46 to Amery, Wis., thence over Polk County Road P to Clear Lake, Wis., and thence over U.S. Highway 63 to Hayward, and return over the same route.

Conditions: B, F, H, K.

Sub 1493—February 4, 1960.

Regular route: *General commodities*, moving in express service, between Effingham, Ill., and Herrick, Ill., serving no intermediate points; from Effingham over Illinois Highway 33 to junction Illinois Highway 128, thence over Illinois Highway 128 to junction unnumbered Shelby County highway near Cowden, Ill., thence over unnumbered Shelby County Highway to Herrick, and return over the same route.

Conditions: B, F, H, K.

Sub 1494—April 11, 1960.

Regular route: *General commodities*, moving in express service, between Madison, S. Dak., and Pipestone, Minn., serving the intermediate points of Wentworth, Colman, Egan, and Flandreau, S. Dak.; from Madison in an easterly direction over South Dakota Highway 34 to junction South Dakota Highway 13, thence north over South Dakota Highway 13 to Flandreau, S. Dak., thence return over South Dakota Highway 13 to junction South Dakota Highway 34, thence over South

Dakota Highway 34 to the South Dakota-Minnesota State line, thence over Minnesota Highway 47 to Pipestone, and return over the same route.

Conditions: B, F, H, K.

Sub 1495—October 8, 1959.

Regular route: *General commodities*, moving in express service, between Fairmount, N. Dak., and Veblen, S. Dak., serving the intermediate points of Rosholt, New Ellington, and Clair City, S. Dak.; from Fairmount over North Dakota Highway 11 to junction U.S. Highway 81, thence over U.S. Highway 81 to Hammer, S. Dak., thence over South Dakota Highway 15 to junction Roberts County Highway 6, and thence over Roberts County Highway 6 to Veblen, and return over the same route.

Conditions: B, F, H, K.

Sub 1496—October 8, 1959.

Regular route: *General commodities*, moving in express service, between Estherville, Iowa, and Emmetsburg, Iowa, serving the intermediate points of Wallingford and Graettinger, Iowa; from Estherville over Iowa Highway 17 to junction Iowa Highway 345, thence east over Iowa Highway 345 to Graettinger, Iowa, thence return over Iowa Highway 345 to junction Iowa Highway 17, thence over Iowa Highway 17 to Emmetsburg, and return over the same route.

Conditions: B, F, H, K.

Sub 1500—October 19, 1959.

Regular route: *General commodities*, moving in express service, between Florence, S.C., and Bishopville, S.C., serving the intermediate points of Darlington and Hartsville, S.C.; from Florence over U.S. Highway 52 to Darlington, S.C., thence over U.S. Highway 401 to junction South Carolina Highway 151, thence over South Carolina Highway 151 to junction South Carolina Highway 151-A, thence over South Carolina Highway 151-A to Hartsville, S.C., thence over U.S. Highway 15 to Bishopville, and return over the same route.

Conditions: B, F, H, K.

Sub 1501—October 8, 1959.

Regular routes: *General commodities*, moving in express service, between Raleigh, N.C., and Fayetteville, N.C., serving the intermediate points of Varina, Lillington, Angier, Coats, Erwin, and Dunn, N.C.; from Raleigh over U.S. Highway 401 to Fayetteville, and return over the same route; from Raleigh over U.S. Highway 401 to junction North Carolina Highway 55, thence over North Carolina Highway 55 to Erwin, thence over County Road 1718 to Dunn, thence over U.S. Highway 301 to Fayetteville, and return over the same route, from Raleigh over U.S. Highway 401 to junction U.S. Highway 421, thence over U.S. Highway 421 to Dunn, thence over U.S. Highway 301 to Fayetteville, and return over the same route.

Conditions: B, F, H, K.

Sub 1503—September 12, 1961.

Regular routes: *General commodities*, moving in express service, between Detroit, Mich., and Cincinnati, Ohio, serving the intermediate points of Toledo, Bellefontaine, and Hamilton, Ohio; from Detroit over U.S. Highway 25 to junction Michigan Highway 85, thence over Michigan Highway 85 to junction Alternate U.S. Highway 24, thence over Alternate U.S. Highway 24 to Maumee, Ohio, thence over U.S. Highway 25 to junction U.S. Highway 68, thence over U.S. Highway 68 to Springfield, Ohio, and thence over Ohio Highway 4 to Cincinnati (also from Springfield, Ohio over U.S. Highway 68 to Xenia, Ohio, and thence over U.S. Highway 42 to Cincinnati), and return over the same routes.

Conditions: Auxiliary to, or supplemental of rail or air express service; F, except that carrier may render local express service solely between Detroit, Mich., on the one hand,

and, on the other, Bellefontaine and Hamilton, Ohio; J, K.

Sub 1508—December 10, 1959.

Regular routes: *General commodities*, moving in express service, between Des Moines, Iowa, and Story City, Iowa, serving the intermediate points of Ankeny, Madrid, Boone, Ames, Story City, Woodward, Perry, Minburn, Dallas Center, Adel, and Waukee, Iowa; from Des Moines over U.S. Highway 69 to Ankeny, Iowa, thence return over U.S. Highway 69 to junction Iowa Highway 160, thence over Iowa Highway 160 to junction Iowa Highway 60, thence over Iowa Highway 60 to junction U.S. Highway 30, thence over U.S. Highway 30 to Boone, Iowa, thence return over U.S. Highway 30 to Ames, Iowa, thence over U.S. Highway 69 to junction Iowa Highway 115, and thence over Iowa Highway 115 to Story City; and return from Story City over Iowa Highway 115 to junction U.S. Highway 69, thence over U.S. Highway 69 to Ames, thence over U.S. Highway 30 to junction Iowa Highway 60, thence over Iowa Highway 60 to Madrid, Iowa, thence over Iowa Highway 89 to junction Iowa Highway 141, thence over Iowa Highway 141 to Perry, Iowa, thence return over Iowa Highway 141 to junction U.S. Highway 169, thence over U.S. Highway 169 to junction Iowa Highway 64, thence over Iowa Highway 64 to Dallas Center, Iowa, thence return over Iowa Highway 64 to junction U.S. Highway 169, thence over U.S. Highway 169 to Adel, Iowa, and thence over Iowa Highway 90 to Des Moines.

Conditions: B, F, H, K.

Sub 1514—January 13, 1960. (Also embraces Sub 1516.)

Regular routes: *General commodities*, moving in express service, between St. Paul, Minn., and Fort Dodge, Iowa, serving the intermediate and off-route points of Chaska, Jordan, New Prague, Montgomery, Kilkenny, Waterville, Waseca, New Richland, Harland, Albert Lea, Emmons, Owatonna, Paribault, Northfield, and Rosemount, Minn., and Lake Mills, Forest City, Thompson, Buffalo Center, Lakota, Swea City, Armstrong, Bancroft, Algona, Humboldt, Badger, Livermore, LuVerne, Corwith, Leland, and Britt, Iowa; from St. Paul over Minnesota Highway 13 to junction Minnesota Highway 101, thence over Minnesota Highway 101 to junction U.S. Highway 212, thence over U.S. Highway 212 to junction Minnesota Highway 41, thence over Minnesota Highway 41 to junction U.S. Highway 169, thence over U.S. Highway 169 to junction Minnesota Highway 21, thence over Minnesota Highway 21 to junction Minnesota Highway 13, thence over Minnesota Highway 13 to junction U.S. Highway 69, thence over U.S. Highway 69 to junction Iowa Highway 9, thence over Iowa Highway 9 to junction Iowa Highway 250, thence over Iowa Highway 250 to Lakota, Iowa, thence return over Iowa Highway 250 to junction Iowa Highway 9, thence over Iowa Highway 9 to Armstrong, Iowa, and return over Iowa Highway 9 to junction U.S. Highway 169, thence over U.S. Highway 169 to Fort Dodge; and return from Fort Dodge over U.S. Highway 169 to junction Iowa Highway 222, thence over Iowa Highway 222 to unnumbered highway, thence over unnumbered highway to junction Iowa Highway 408, thence over Iowa Highway 408 to junction Iowa Highway 60, thence over Iowa Highway 60 to junction Iowa Highway 256, thence over Iowa Highway 256 to Corwith, Iowa, thence return over Iowa Highway 256 to junction Iowa Highway 60, thence over Iowa Highway 60 to junction U.S. Highway 18, thence over U.S. Highway 18 to junction U.S. Highway 69, thence over U.S. Highway 69 to junction Minnesota Highway 13, thence over Minnesota Highway 13 to junction U.S. Highway 14, thence over U.S. Highway 14 to Owatonna, Minn., thence over Interstate Highway 35 to junction Min-

nesota Highway 218, and thence over Minnesota Highway 218 to St. Paul.

Conditions: B, F, H, K.

Sub 1519—February 4, 1960. (Also embraces Sub 1521.)

Regular routes: *General commodities*, moving in express service, between Morristown, N.J., and Hackettstown, N.J., serving the intermediate and off-route points of Denville, Netcong, Dover, Wharton, Newton, and Branchville, N.J.; from Morristown over Secondary New Jersey Highway 511 to junction New Jersey Highway 10, thence over New Jersey Highway 10 to junction New Jersey Highway 53, thence over New Jersey Highway 53 to junction U.S. Highway 46, thence over U.S. Highway 46 to junction U.S. Highway 206, thence over U.S. Highway 206 to junction Secondary New Jersey Highway 519, thence over Secondary New Jersey Highway 519 to junction U.S. Highway 206, thence south over U.S. Highway 206 to junction Secondary New Jersey Highway 517, thence over Secondary New Jersey Highway 517 to junction U.S. Highway 46, and thence over U.S. Highway 46 to Hackettstown; and return from Hackettstown over U.S. Highway 46 to Dover, N.J., thence over city streets and unnumbered highway to junction New Jersey Highway 10, thence over New Jersey Highway 10 to junction Secondary New Jersey Highway 511, and thence over Secondary New Jersey Highway 511 to Morristown.

Between Malone, N.Y., and Rouses Point, N.Y., serving no intermediate points; from Malone over U.S. Highway 11 to Rouses Point, and return over the same route.

Conditions: B, F, H, K.

Sub 1520—December 10, 1959.

Regular route: *General commodities*, moving in express service, between Columbia, Tenn., and Loretto, Tenn., serving the intermediate points of Mt. Pleasant and Lawrenceburg, Tenn.; from Columbia over U.S. Highway 43 to Loretto, and return over the same route.

Conditions: B, F, H, K.

Sub 1526—June 13, 1960. (Also embraces Subs 1569, 1592, 1593.)

Regular routes: *General commodities* (except commodities in bulk), moving in express service, between Mobile, Ala., and Thomasville, Ala., serving the intermediate points of Mount Vernon, Calvert, McIntosh, Jackson, Whatley, and Fulton, Ala.; from Mobile over U.S. Highway 43 to junction U.S. Highway 84, near Grove Hill, Ala., thence over U.S. Highway 84 to Whatley, Ala., thence return over U.S. Highway 84 to junction U.S. Highway 43, thence north over U.S. Highway 43 to junction unnumbered Clarke County Road, thence over said unnumbered county road to Fulton, Ala., thence return over said unnumbered county road to junction U.S. Highway 43, thence north over U.S. Highway 43 to Thomasville, and return over the same route.

General commodities, moving in express service, between New York, N.Y., and Albany, N.Y., serving the intermediate points of Nyack, Newburgh, Highland, Kingston, Saugerties, Catskill, Coxsackie, and Ravena, N.Y.; from New York over New York State Thruway to junction New York Highway 17-K, thence over New York Highway 17-K to Newburgh, N.Y., thence over U.S. Highway 9-W to Albany, and return over the same route.

Between the junction of New York State Thruway and New York Highway 17-K, and Kingston, N.Y., serving said junction for the purpose of joinder only; from junction New York State Thruway and New York Highway 17-K, over New York State Thruway to junction New York Highway 28, thence over

New York Highway 28 to Kingston, and return over the same route.

Between Kirksville, Mo., and La Plata, Mo., serving no intermediate points; from Kirksville over U.S. Highway 63 to La Plata, and return over the same route.

Between Avon, Minn., and Bowlus, Minn., serving the intermediate point of Holdingford, Minn.; from Avon over unnumbered county roads to Bowlus, and return over the same route.

Conditions: B, F, H, K.

Sub 1527—July 8, 1963. (Supersedes and cancels certificate issued May 3, 1960.) (Also embraces Sub 1935.)

Regular routes: *General commodities*, moving in express service, between Birmingham, Ala., and Selma, Ala., serving the intermediate points of Planterville, Maplesville, Montevallo and Bessemer, Ala.; from Birmingham over U.S. Highway 11 to Bessemer, Ala., thence over Alabama Highway 150 to junction U.S. Highway 31, thence over U.S. Highway 31 to junction Alabama Highway 119, thence over Alabama Highway 119 to Montevallo, Ala., thence east over Alabama Highway 25 to junction U.S. Highway 31, thence over U.S. Highway 31 to junction Alabama Highway 191, thence over Alabama Highway 191 to junction Alabama Highway 22, and thence over Alabama Highway 22 to Selma, and return over the same route.

Between Pomeroy, Ohio and Kanauga, Ohio, as an alternate route for operating convenience only, in connection with carrier's regular route operations, serving no intermediate points; from Pomeroy over Ohio Highway 7 to Kanauga, and return over the same route.

Between Birmingham, Ala., and junction U.S. Highway 31 and Alabama Highway 150, as an alternate route for operating convenience only, in connection with the regular route operations authorized herein between Birmingham and Selma, Ala., serving no intermediate points, and serving junction U.S. Highway 31 and Alabama Highway 150 for purposes of joinder only; from Birmingham over U.S. Highway 31 to junction Alabama Highway 150, and return over the same route.

Between Montevallo, Ala., and Maplesville, Ala., as an alternate route for operating convenience only, in connection with the regular route operations authorized herein, between Birmingham and Selma, Ala., serving no intermediate points; from Montevallo over Alabama Highway 25 to junction Bibb County Highway 21, thence over Bibb County Highway 21 to junction Chilton County Highway 1, thence over Chilton County Highway 1 to Maplesville, and return over the same route.

Conditions: B, F, H, K.

Sub 1528—February 12, 1960. (Embraced in Sub 1525, which also embraces Sub 1549.)

Regular routes: *General commodities*, moving in express service, between Boston, Mass., and Woburn, Mass., serving no intermediate points; from Boston over city streets to Somerville, Mass., and thence over Massachusetts Highway 38 to Woburn, and return over the same route.

Between Concord, Mass., and Ayer, Mass., serving no intermediate points; from Concord over Massachusetts Highway 2A to junction Massachusetts Highway 2, thence over Massachusetts Highway 2 to junction Massachusetts Highway 27, thence over Massachusetts Highway 27 to junction Massachusetts Highway 2A, and thence over Massachusetts Highway 2A to Ayer, and return over the same route.

Between Austin, Minn., and Jackson, Minn., serving the intermediate and off-route points of Hayward, Albert Lea, Blue Earth, Guckeen, Fairmont, Welcome, Sherburn, Alpha, Granada, Huntley, Winnebago, Delavan, Easton, Wells, and Alden, Minn.; from Austin over U.S. Highway 16 to Jack-

son; and return, from Jackson over U.S. Highway 16 to junction Minnesota Highway 262, thence north over Minnesota Highway 262 to junction Minnesota Highway 109, thence east over Minnesota Highway 109 to junction U.S. Highway 16, and thence over U.S. Highway 16 to Austin.

Conditions: B, F, H, K.

Sub 1535—April 12, 1960.

Regular routes: *General commodities*, moving in express service, between Metropolis, Ill., and Paducah, Ky., serving the intermediate point of Brookport, Ill.; from Metropolis over U.S. Highway 45 to Paducah, and return over the same route.

Conditions: B, F, H, K.

Sub 1541—July 12, 1960.

Regular routes: *General commodities*, moving in express service, between Greensboro, N.C., and Winston-Salem, N.C., serving the intermediate points of Gullford College and Kernersville, N.C.; from Greensboro over U.S. Highway 421 through Gullford College and Kernersville, N.C., to Winston-Salem, and return over the same route.

Between Greensboro, N.C., and junction Interstate Highway 40 and U.S. Highway 421, serving no intermediate points; from Greensboro over Interstate Highway 40 to junction U.S. Highway 421, and return over the same route.

Between junction North Carolina Highway 66 and Interstate Highway 40 and junction North Carolina Highway 66 and U.S. Highway 52, serving no intermediate points; from junction North Carolina Highway 66 and Interstate Highway 40 over North Carolina Highway 66 to junction U.S. Highway 52, and return over the same route.

Between Greensboro, N.C., and junction U.S. Highway 158 and North Carolina Highway 66, serving the intermediate point of Stokesdale, N.C.; from Greensboro over U.S. Highway 230 to junction U.S. Highway 158, thence over U.S. Highway 158 through Stokesdale, N.C., to junction North Carolina Highway 66, and return over the same route.

Conditions: B, F; further conditions auxiliary to or supplemental of air or rail express service.

Sub 1542—January 22, 1960.

Regular routes: *General commodities*, moving in express service, between junction North Carolina Highway 99 and North Carolina Highway 32 (5 miles south of Plymouth, N.C.), and junction U.S. Highway 264 and North Carolina Highway 32 (6 miles east of Washington, N.C.), serving the intermediate point of Belhaven, N.C.; from junction North Carolina Highway 99 and 32 over North Carolina Highway 99 to junction U.S. Highway 264, at Pantego, N.C., thence over U.S. Highway 264 to Belhaven, N.C., thence return over U.S. Highway 264 via Pantego, N.C., to junction North Carolina Highway 32, and return over the same route.

Conditions: B; Shipments transported (except so-called local shipments moving solely between Norfolk, Va., and Belhaven, N.C., which will be provided with applicant's present motor carrier service between Norfolk, Va., and Raleigh, N.C., under No. MC 66562 Sub 1119), shall be limited to those moving on through bills of lading or express receipts covering, in addition to a motor carrier movement by carrier, an immediately subsequent movement by rail or air; H; K.

Sub 1548—March 1, 1960. (Also embraces Subs 1554, 1559.)

Regular routes: *General commodities*, moving in express service, between Wausau, Wis., and Tomahawk, Wis., serving the intermediate point of Merrill, Wis., and the off-route point of Brokaw, Wis.; from Wausau over U.S. Highway 51 to Merrill, Wis. (also from Wausau over Wisconsin County Highway W to Merrill), thence over U.S. Highway 51 to Tomahawk, and return over the same route.

Between Providence, R.I., and Middleboro, Mass., serving the intermediate point of Taunton, Mass.; from Providence over U.S. Highway 44 to Middleboro, and return over the same route.

Between Wareham, Mass., and Hyannis, Mass., serving the intermediate or off-route points of Buzzards Bay and West Barnstable, Mass.; from Wareham over U.S. Highway 6 to junction Massachusetts Highway 132, thence over Massachusetts Highway 132 to junction Massachusetts Highway 28, thence over Massachusetts Highway 28 to junction unnumbered highway near Hyannis, thence, over said unnumbered highway to Hyannis, and return over the same route.

Between New York, N.Y., and Garden City, N.Y., serving no intermediate points; from New York over New York Highway 24 to junction Nassau County Trunk Highway 1, thence over Nassau County Trunk Highway 1 to Garden City, and return over the same route.

Conditions: B, F, H, K.

Sub 1549—See Sub 1528.

Sub 1550—February 29, 1960. (Also embraces Sub 1553.)

Regular routes: *General commodities*, moving in express service, between Binghamton, N.Y., and Ithaca, N.Y., serving the intermediate points of Newark Valley and Berkshire, N.Y.; from Binghamton over New York Highway 17 to junction New York Highway 26, thence over New York Highway 26 to junction New York Highway 38B, thence over New York Highway 38B to junction New York Highway 38, thence over New York Highway 38 to junction New York Highway 79 and thence over New York Highway 79 to Ithaca, and return over the same route.

Between Mansfield, Pa., and Troy, Pa., serving no intermediate points; from Mansfield over U.S. Highway 6 to Troy, and return over the same route.

Between Blossburg, Pa., and Trout Run, Pa., serving no intermediate points; from Blossburg over U.S. Highway 15 to Trout Run, and return over the same route.

Conditions: B, F, H, K.

Sub 1552—February 26, 1960.

Regular routes: *General commodities*, moving in express service, between Boston, Mass., and Brockton, Mass., serving the intermediate point of Quincy, Mass.; from Boston over the Southeast Expressway to Quincy, thence over city streets of Quincy and Braintree, Mass., to junction Massachusetts Highway 37, thence over Massachusetts Highway 37 to Brockton, and return over the same route.

Conditions: B, F, H, K.

Sub 1558—May 3, 1960. (Also embraces Subs 1582, 1583.)

Irregular routes: *General commodities*, moving in express service, beginning and ending at Rapid City, S. Dak., and serving the intermediate points of Sturgis, Deadwood, Belle Fourche, and Newell, S. Dak., as follows; from Rapid City over U.S. Highway 14 to Sturgis, S. Dak., thence over Alternate U.S. Highway 14 to Deadwood, S. Dak., thence return over Alternate U.S. Highway 14 to Sturgis, thence over South Dakota Highway 24 to junction U.S. Highway 85, thence over U.S. Highway 85 to Belle Fourche, S. Dak., thence east over U.S. Highway 212 to Newell, S. Dak., thence south over U.S. Highway 212 to junction South Dakota Highway 79, thence over South Dakota Highway 79 to Sturgis, and thence south over U.S. Highway 14 to Rapid City.

Restriction: The authority granted above shall be construed as an extension of, and used in connection with, carrier's regular-route operations authorized by Certificate No. MC 66562 Sub 972.

Between Roscoe, S. Dak., and Strasburg, N. Dak., serving the intermediate points of Artes, Eureka, Hillaview, and Hoemer, S. Dak., and Hague and Zealand, N. Dak., as follows; from Roscoe west over U.S. Highway 12 a

distance of 6 miles, to junction unnumbered county road, thence north over unnumbered county road to Hosmer, S. Dak., thence over unnumbered county road to Hillsview, S. Dak., thence north over unnumbered county road to junction South Dakota Highway 10, thence over South Dakota Highway 10 to Eureka, S. Dak., thence over unnumbered county road to Greenway, S. Dak., thence over unnumbered county roads via Artas, S. Dak., to Zealand, N. Dak., thence over unnumbered county road to junction North Dakota Highway 11, thence over North Dakota Highway 11 to Hague, N. Dak., thence over North Dakota Highway 11 to junction U.S. Highway 83, thence over U.S. Highway 83 to Strasburg, and return over the same route.

Between Bemidji, Minn., and Thief River Falls, Minn., serving the intermediate points of Leonard, Clearbrook, Gonvick, Gully, and Oklee, Minn., and the off-route point of Plummer, Minn., as follows: from Bemidji over U.S. Highway 2 to Solway, Minn., thence over unnumbered county roads via Leonard, Minn., to Clearbrook, Minn., thence over Minnesota Highway 92 to junction Minnesota Highway 222, thence over Minnesota Highway 222 to Oklee, Minn., thence return over Minnesota Highway 222 to junction Minnesota Highway 92, thence over Minnesota Highway 92 to junction U.S. Highway 59, thence over U.S. Highway 59 to Thief River Falls, and return over the same route.

Conditions: B, F, H, K.

Sub 1565—February 17, 1960.

Regular route: *General commodities*, moving in express service, between Augusta, Ga., and Monetta, S.C., serving Edgefield, S.C., as an intermediate point; from Augusta over U.S. Highway 25 to junction South Carolina Highway 23 at Edgefield, S.C., thence over South Carolina Highway 23 to Monetta, and return over the same route.

Conditions: B, F, except those moving solely between Augusta, Ga., and Edgefield, S.C.; K (dangerous explosives); H.

Sub 1566—May 3, 1960.

Regular route: *General commodities*, moving in express service, except commodities in bulk, between Montgomery, Ala., and Brewton, Ala., serving the intermediate point of Evergreen, Ala., and the off-route points of Port Deposit, Greenville, and Georgiana, Ala.; from Montgomery over U.S. Highway 31 to Brewton, and return over the same route.

Conditions: B, F, H, K.

Sub 1570—July 12, 1960. (Also embraces Sub 1626.)

Regular routes: *General commodities*, moving in express service, serving Avon, N.Y., as an off-route point from Caledonia, N.Y., over New York Highway 5, in connection with carrier's authorized regular route operations between Rochester and Warsaw, N.Y.

Between Little Rock, Ark., and Brinkley, Ark., serving the intermediate points of Clarendon, Stuttgart, and England, Ark.; from Little Rock over U.S. Highway 67 to junction Arkansas Highway 130, thence over Arkansas Highway 130 to junction Arkansas Highway 11, thence over Arkansas Highway 11 to Stuttgart, Ark., thence from Stuttgart over Arkansas Highway 11 to junction U.S. Highway 79, thence over U.S. Highway 79 to junction Arkansas Highway 17, thence over Arkansas Highway 17 to junction U.S. Highway 70, thence over U.S. Highway 70 to Brinkley, and return over the same route.

Conditions: B, F, H, K.

Sub 1573—July 11, 1960. (Also embraces Sub 1630.)

Regular routes: *General commodities*, moving in express service, between Eau Claire, Wis., and Warrens, Wis., serving the intermediate points of Altoona, Fall Creek, Augusta, Fairchild, Humbird, Merrillan, Black River Falls, and Millston, Wis.; from Eau Claire over Eau Claire County Highway A to junction U.S. Highway 12, thence over

U.S. Highway 12 to junction Monroe County Highway E, thence over Monroe County Highway E to Warrens, and return over the same route.

General commodities, (except commodities in bulk), moving in express service, between New Bern, N.C., and Vanceboro, N.C., serving no intermediate points; from New Bern over U.S. Highway 17 to Vanceboro and return over the same route.

Between New Bern, N.C., and Bayboro, N.C., serving no intermediate points; from New Bern over U.S. Highway 17 to junction North Carolina Highway 55, thence over North Carolina Highway 55 to Bayboro, and return over the same route.

Conditions: B, F, H, K.

Sub 1576—August 4, 1960. (Also embraces Sub 1634.)

Regular routes: *General commodities*, moving in express service, between Yankton, S. Dak., and Platte, S. Dak., serving the intermediate points of Tyndall, Springfield, Avon, Wagner, Lake Andes, and Geddes, S. Dak.; from Yankton west over South Dakota Highway 50 to junction South Dakota Highway 37, thence south over South Dakota Highway 37 to Springfield, S. Dak., thence north over South Dakota Highway 37 to junction South Dakota Highway 50, and thence west over South Dakota Highway 50 to Platte, and return over the same route.

Between Atchison, Kans., and Kansas City, Mo., serving the intermediate point of Leavenworth, Kans., and the off-route point of Fort Leavenworth, Kans.; from Atchison over U.S. Highway 73 to Kansas City, and return over the same route.

Conditions: B, F, H, K.

Sub 1581—June 13, 1960.

Regular route: *General commodities*, moving in express service, between Minneapolis, Minn., and Tenney, Minn., serving the intermediate points of Rockford, Maple Lake, Annandale, Kimball, Watkins, Eden Valley, Paynesville, Belgrade, Brocton, Lowry, Kensington, Hoffman, Barrett, Elbow Lake, Wendell, and Nashua, Minn., and the off-route points of Loretto and Glenwood, Minn.; from Minneapolis over Minnesota Highway 55 to junction U.S. Highway 59, thence over U.S. Highway 59 to junction Minnesota Highway 55, thence over Minnesota Highway 55 to Tenney, and return over the same route.

Conditions: B, F, H, K.

Sub 1587—June 2, 1960.

Regular routes: *General commodities*, moving in express service, between Dover, N.H., and North Conway, N.H., serving the intermediate and off-route points of Milton, Sanbornville, Mountainview, Madison, and Mt. Whittier, N.H.; from Dover over New Hampshire Highway 16 to North Conway, and return over the same route.

Between Dover, N.H., and Plaistow, N.H., serving the intermediate or off-route points of Durham, New Market, Exeter, and Raymond, N.H.; from Dover over New Hampshire Highway 16 to junction New Hampshire Highway 108, thence over New Hampshire Highway 108 to Exeter, N.H., thence over New Hampshire Highway 101 to Raymond, N.H., thence over New Hampshire Highway 107 to junction New Hampshire Highway 125, thence over New Hampshire Highway 125 to Plaistow, and return over the same route; from Plaistow over New Hampshire Highway 125 to junction New Hampshire Highway 111, thence over New Hampshire Highway 111 to Exeter, N.H., thence over New Hampshire Highway 108 to Dover, and return over the same route.

Between Concord, N.H., and Plymouth, N.H., serving the intermediate points of Franklin, Tilton, Laconia, Meredith, and Ashland, N.H.; from Concord over U.S. Highway 3 to Plymouth, and return over the same route.

Conditions: B, F, H, K.

Sub 1589—May 3, 1960.

Regular routes: *General commodities*, moving in express service, except commodities in bulk, between Elba, Ala., and Abbeville, Ala., serving the intermediate points of New Brockton, Enterprise, Dalesville, Dothan, and Headland, Ala.; from Elba over U.S. Highway 84 to Enterprise, Ala., thence over Alabama Highway 134 to junction U.S. Highway 231, thence over U.S. Highway 231 to Dothan, Ala., thence over U.S. Highway 431 to Abbeville, and return over the same route.

Between Headland, Ala., and junction Alabama Highway 134 and U.S. Highway 231, at Midland City, Ala., serving no intermediate points; from Headland over Alabama Highway 134 to junction U.S. Highway 231, and return over the same route.

Conditions: B, F, H, K.

Sub 1592—See Sub 1526.

Sub 1593—See Sub 1526.

Sub 1598—June 13, 1960.

Regular route: *General commodities*, moving in express service, between New York, N.Y., and Albany, N.Y., serving the intermediate and off-route points of Peekskill, Beacon, Poughkeepsie, Rhinebeck, Germantown, and Hudson, N.Y.; from New York over U.S. Highway 9 to junction New York Highway 9G, thence over New York Highway 9G to Hudson, N.Y., thence over U.S. Highway 9 to Albany, and return over the same route.

Conditions: B, F, H, K.

Sub 1602—July 11, 1960. (Embraced in Sub 1601 which also embraces Sub 1611.)

General commodities, moving in express service, between Rhinelander, Wis., and Land O'Lakes, Wis., serving the intermediate points of Monico, Three Lakes, Eagle River, and Conover, Wis.; from Rhinelander over Wisconsin Highway 17 to junction Wisconsin Highway 70, thence over Wisconsin Highway 70 to Eagle River, Wis., and thence over U.S. Highway 45 to Land O'Lakes, and return over the same route; from Rhinelander over U.S. Highway 8 to Monico, Wis., and thence over U.S. Highway 45 to Land O'Lakes, and return over the same route.

Restriction: (1) The service authorized above shall be limited to that which is auxiliary to, or supplemental of air or railway express service, and (2) Shipments transported shall be limited to those moving on through bills of lading or express receipts covering, in addition to motor carrier movement by carrier, an immediately prior or an immediately subsequent movement by rail or air.

Between Portland, Oreg., and Lyle, Wash., serving the intermediate or off-route points of Vancouver, Camas, Stevenson, Bingen, and White Salmon, Wash.; from Portland over U.S. Highway 99 to Vancouver, Wash., thence easterly over U.S. Highway 830 to Lyle, and return over the same route.

Conditions: A, H, K.

Sub 1603—July 11, 1960. (Also embraces Subs 1612, 1621.)

Regular routes: *General commodities*, moving in express service, between Washington, Ind., and Vincennes, Ind., serving the intermediate point of Wheatland, Ind.; from Washington over U.S. Highway 50 to Vincennes, and return over the same route.

Between La Crosse, Wis., and Mankato, Minn., serving the intermediate or off-route points of Winona, Lewiston, Utica, St. Charles, Dover, Eyota, Rochester, Byron, Kasson, Dodge Center, Claremont, Owatonna, Waseca, and Janesville, Minn.; from La Crosse over U.S. Highway 14 to Mankato, and return over the same route.

Between Platteville, Wis., and Lancaster, Wis., serving no intermediate points; from Platteville over Wisconsin Highway 81 to Lancaster, and return over the same route; from Lancaster, Wis., to Platteville, Wis.,

serving the intermediate points of Fennimore, Montfort and Livingstone, Wis.; from Lancaster over U.S. Highway 61 to Fennimore, Wis., thence over U.S. Highway 18 to junction Wisconsin Highway 80, and thence over Wisconsin Highway 80 to Platteville, and return over the same route, with no transportation for compensation except as otherwise authorized.

Conditions: B, F, H, K.

Sub 1605—September 14, 1960.

Regular route: *General commodities*, moving in express service, between Chippewa Falls, Wis., and Spooner, Wis., serving the intermediate points of Bloomer, New Auburn, Chetek, Rice Lake, Haugen, and Sarona, Wis.; from Chippewa Falls over U.S. Highway 53 to Spooner, and return over the same route.

Conditions: B, F, H, K.

Sub 1606—September 14, 1960.

Regular route: *General commodities*, moving in express service, between Chippewa Falls, Wis., and Menomonie, Wis., serving no intermediate points; from Chippewa Falls over Wisconsin Highway 29 to junction U.S. Highway 12, and thence over U.S. Highway 12 to Menomonie, and return over the same route.

Conditions: B, F, H, K.

Sub 1607—October 14, 1960.

Regular route: *General commodities*, moving in express service, between Chippewa Falls, Wis., and Eau Claire, Wis., serving no intermediate points; from Chippewa Falls over U.S. Highway 53 to Eau Claire, and return over the same route.

Conditions: B, F, H, K.

Sub 1610—June 13, 1960. (Also embraces Sub 1617.)

Regular routes: *General commodities*, moving in express service, limited to transportation of express shipments having a prior or subsequent haul by rail or air, between Shawano, Wis., and Wittenberg, Wis., serving the intermediate points of Clintonville and Tigerton, Wis., and the off-route point of Marion, Wis.; from Shawano over Wisconsin Highway 22 to junction U.S. Highway 45, thence over U.S. Highway 45 to Wittenberg, and return over the same route.

General commodities, moving in express service, between Fond du Lac, Wis., and Almond, Wis., serving the intermediate points of Princeton, Neshkoro, and Wautoma, Wis., and the off-route points of Eldorado and Rosendale, Wis.; from Fond du Lac over Wisconsin Highway 23 to junction Wisconsin Highway 73, thence over Wisconsin Highway 73 to junction Waushara County Road J, thence over Waushara County Road J to junction Portage County Road J, thence over Portage County Road J to Almond, and return over the same route.

Conditions: B, F, H, K.

Sub 1611—See Sub 1602.

Sub 1613—July 11, 1960.

Regular routes: *General commodities*, moving in express service, between Portage, Wis., and Richland Center, Wis., serving the intermediate points of Poynette, Arlington, Madison, Verona, Mt. Horeb, Barneveld, Ridgeway and Lone Rock, Wis., and the off-route points of Lodi, Dane, Dodgeville and Waunakee, Wis.; from Portage over U.S. Highway 51 to Madison, Wis., thence over U.S. Highway 18 to junction Wisconsin Highway 23, thence over Wisconsin Highway 23 to junction Wisconsin Highway 130, thence over Wisconsin Highway 130 to Lone Rock, Wis., (also from Portage over U.S. Highway 51 to Madison, thence over U.S. Highway 14 to Lone Rock), and thence over U.S. Highway 14 to Richland Center, and return over the same route.

Conditions: B; F. Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary

to, or supplemental of, air railway express service; K.

Sub 1614—July 11, 1960. (Also embraces Subs 1615, 1619 and 1623.)

Regular routes: *General commodities*, moving in express service, serving Hudson, Wis., as an intermediate point in connection with carrier's authorized regular route operations between St. Paul, Minn., and Ellsworth, Wis., over Wisconsin Highway 35.

Between Beloit, Wis., and Janesville, Wis., serving no intermediate points; from Beloit over U.S. Highway 51 to Janesville, and return over the same route.

Between Wisconsin Dells, Wis., and Norwalk, Wis., serving the intermediate points of Reedsburgh, La Valle, Wonewoc, Union Center, Elroy, Kendall, and Wilton, Wis.; from Wisconsin Dells over Wisconsin Highway 23 to junction Wisconsin Highway 33, thence over Wisconsin Highway 33 to junction Wisconsin Highway 80, thence over Wisconsin Highway 80 to junction Wisconsin Highway 71, thence over Wisconsin Highway 71 to Norwalk, and return over the same route.

Between Crawford, Nebr., and Valentine, Nebr., serving the intermediate points of Chadron, Hay Springs, Rushville, Clinton, Gordon, Merriman, Cody, Kilgore, and Crookston, Nebr.; from Crawford over U.S. Highway 20 to Valentine, and return over the same route.

Between Norfolk, Nebr., and Valentine, Nebr., serving the intermediate or off-route points of Battle Creek, Meadow Grove, Tilden, Oakdale, Neligh, Clearwater, Ewing, Inman, O'Neill, Atkinson, Stuart, Newport, Bassett, Long Pine, Alnsworth, and Wood Lake, Nebr.; from Norfolk over U.S. Highway 275 to junction U.S. Highway 20, thence over U.S. Highway 20 to Valentine, and return over the same route.

Conditions: B, F, H, K.

Sub 1616—June 13, 1960.

Regular route: *General commodities*, moving in express service, between Green Bay, Wis., and Escanaba, Mich., serving the intermediate points of Suomio, Pennsaukee, Oconto, Peshtigo, and Marinette, Wis., and Menomonie, Stephenson, Carney, Powers, and Bark River, Mich., and the off-route point of Little Suomio, Wis.; from Green Bay over U.S. Highway 41 to Escanaba, and return over the same route.

Conditions: B, F, H, K.

Sub 1620—April 12, 1961.

Regular route: *General commodities*, moving in express service, from and to St. Paul, Minn., serving the intermediate and off-route points of Savage, Shakopee, Belle Plaine, Henderson, Le Sueur, St. Peter, Kasota, Mankato, Lake Crystal, Madelia, St. James, Butterfield, Mountain Lake, Bingham Lake, Windom, Wilder, Heron Lake, Brewster, Worthington, and Bigelow, Minn., Sibley, Sheldon, Orange City, Alton, Paullina, Sioux City, Sergeant Bluff, Sloan, Whiting, Onawa, Bienville and Mondamin, Iowa, and Blair, Herman, Tekamah, Craig, Oakland, Lyons, Bancroft, Pender, Wayne, Wakefield, Emerson, Dakota City and South Sioux City, Nebr., over a circular route.

From St. Paul over Minnesota Highway 13 to junction Minnesota Highway 101, thence over Minnesota Highway 101 to junction U.S. Highway 169, thence over U.S. Highway 169 to junction Minnesota Highway 60, thence over Minnesota Highway 60 to the Minnesota-Iowa State line, thence over Iowa Highway 33 to junction Iowa Highway 10, thence over Iowa Highway 10 to Orange City, Iowa, thence return over Iowa Highway 10 to junction Iowa Highway 33, thence over Iowa Highway 33 to junction U.S. Highway 75, thence over U.S. Highway 75 to Sioux City, Iowa, thence continuing over U.S. Highway 75 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 73, in Omaha, Nebr., thence over

U.S. Highway 73 to junction Nebraska Highway 32 (formerly U.S. Highway 73-W), thence over Nebraska Highway 32 to junction U.S. Highway 77 (formerly U.S. Highway 73-W), thence over U.S. Highway 77 to junction Nebraska Highway 51, thence over Nebraska Highway 51 to junction Nebraska Highway 16, thence over Nebraska Highway 16 to junction Nebraska Highway 35, thence over Nebraska Highway 35 to Wayne, Nebr., thence return over Nebraska Highway 35 to junction Nebraska Highway 16 and thence continuing over Nebraska Highway 35 to junction U.S. Highway 73, thence over U.S. Highway 73 to Sioux City, Iowa, thence over U.S. Highway 75 to junction Iowa Highway 33, thence over Iowa Highway 33 to junction Iowa Highway 10, thence over Iowa Highway 10 to Paullina, Iowa, thence continuing over Iowa Highway 10 to junction U.S. Highway 59, thence over U.S. Highway 59 to junction U.S. Highway 18, thence over U.S. Highway 18 to junction Iowa Highway 33, thence over Iowa Highway 33 to the Iowa-Minnesota State line, thence over Minnesota Highway 60 to junction U.S. Highway 169, thence over U.S. Highway 169 to junction Minnesota Highway 101, thence over Minnesota Highway 101 to junction Minnesota Highway 13, and thence over Minnesota Highway 13 to St. Paul, and return over the same route.

Conditions: A, subject to the following restrictions: Service at Omaha, Nebr., shall be restricted to traffic originating at or destined to points in Iowa and Nebraska, south of Sioux City, Iowa-South Sioux City, Nebr., or to traffic having an immediately prior or subsequent movement by rail or air. Service at Sioux City, Iowa-South Sioux City, Nebr., shall be restricted to traffic originating at or destined to points in Iowa and Nebraska north of Omaha, Nebr.-Council Bluffs, Iowa, and to traffic originating at or destined to points in Iowa or Minnesota south of Minneapolis-St. Paul, Minn., or to traffic having an immediately prior or subsequent movement by rail or air; service at Minneapolis-St. Paul, Minn., shall be restricted to traffic originating at or destined to points in Iowa and Minnesota north of Sioux City, Iowa-South Sioux City, Nebr., or to traffic having an immediately prior or subsequent movement by rail or air; and shipments transported by carrier shall be limited to those moving on through bills of lading or express receipts, H, K.

Sub 1622—January 19, 1961.

Regular route: *General commodities*, moving in express service, between Clinton, Iowa and Omaha, Nebr., serving the intermediate points of Calamus, Lowden, Mount Vernon, Cedar Rapids, Blairtown, Tama, Marshalltown, State Center, Nevada, Ames, Boone, Ogden, Grand Junction, Jefferson, Bialston, Glidden, Carroll, Arcadia, Denison, Dunlap, and Council Bluffs, Iowa; from Clinton over U.S. Highway 30 to junction Iowa Highway 82, thence south four miles over Iowa Highway 82 to Blairtown, Iowa, thence return over Iowa Highway 82 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Iowa Highway 14, thence north three miles over Iowa Highway 14 to Marshalltown, Iowa, thence return over Iowa Highway 14 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Iowa Highway 17, thence south one mile over Iowa Highway 17 to Jefferson, Iowa, thence return over Iowa Highway 17 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Iowa Highway 285, thence north one mile over Iowa Highway 285 to Arcadia, Iowa, thence return over Iowa Highway 285 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction combined U.S. Highway 75 and Interstate Highway 29, thence over combined U.S. Highway 75 and Interstate Highway 29 to Council Bluffs, Iowa, and thence west 5 miles over city streets to Omaha, and return over the same route.

Conditions: B, F, H, K.

Sub 1627—September 19, 1960.

Regular route: *General commodities*, moving in express service, between Hoxie, Ark., and Dexter, Mo., serving the intermediate points of Paragould, Rector, and Piggott, Ark., and Malden, Mo.; from Hoxie over U.S. Highway 67 to Walnut Ridge, Ark., thence over Arkansas Highway 25 to Paragould, Ark., thence over Arkansas Highway 1 to Piggott, Ark., thence over U.S. Highway 62 to Malden, Mo., and thence over Missouri Highway 26 to Dexter, and return over the same route.

Conditions: D, F; except that carrier may render local express service solely between Hoxie, Paragould, Rector and Piggott, Ark., and Malden and Dexter, Mo., on express receipts or billing without a prior or subsequent movement by rail or air; H; K.

Sub 1628—July 29, 1960. (Also embraces Subs 1638 and 1640.)

Regular routes: *General commodities*, moving in express service, except commodities in bulk, between Anniston, Ala., and Roanoke, Ala., serving the intermediate points of Talladega, Ashland, Lineville, and Wadley, Ala.; from Anniston over Alabama Highway 21 to Talladega, thence over Alabama Highway 77 to Ashland, Ala., thence over Alabama Highway 9 to Lineville, Ala., thence over Alabama Highway 49 to junction Alabama Highway 77, thence over Alabama Highway 77 to Wadley, Ala., and thence over Alabama Highway 22 to Roanoke, and return over the same route.

General commodities, moving in express service, between Mitchell, S. Dak., and Canton, S. Dak., serving the intermediate points of Alexandria, Emery, Bridgewater, Parker, Chancellor and Lennox, S. Dak., and the off-route point of Marlon, S. Dak.; from Mitchell over U.S. Highway 16 to junction U.S. Highway 81, thence over U.S. Highway 81 to junction South Dakota Highway 44, thence South Dakota Highway 44 to junction U.S. Highway 77, thence over U.S. Highway 77 to junction U.S. Highway 18, and thence over U.S. Highway 18 to Canton, and return over the same route.

Beginning and ending at Prairie du Chien, Wis., serving the intermediate points of Marquette, Monona, Postville, Ossian, Calmar, Fort Atkinson, Decorah, Cresco, Waukon, and Lansing, Iowa, and De Soto, Ferryville and Lynxville, Wis., as follows; from Prairie du Chien west over U.S. Highway 18 to junction U.S. Highway 52, thence northwest over U.S. Highway 52 to Calmar, Iowa, thence over Iowa Highway 24 to Fort Atkinson, Iowa, thence return over Iowa Highway 24 to Calmar, Iowa, thence north over U.S. Highway 52 to Decorah, Iowa, thence west and north over Iowa Highway 9 to Cresco, Iowa, thence return over Iowa Highway 9 to Decorah, Iowa, thence continuing over Iowa Highway 9 to Lansing, Iowa, thence across the Mississippi River to junction Wisconsin Highway 35, thence north over Wisconsin Highway 35 to De Soto, Wis., thence south over Wisconsin Highway 35 to Prairie du Chien.

Conditions: B, F, H, K.

Sub 1631—September 16, 1960.

Regular routes: *General commodities*, moving in express service (except commodities in bulk), between Augusta, Ga., and Washington, Ga., serving the intermediate points of McCormick, S.C., and Lincolnnton, Warrenton, Sparta and Wrens, Ga.; from Augusta over Georgia Highway 28 to the Georgia-South Carolina State line, thence over South Carolina Highway 28 to junction U.S. Highway 221, thence over U.S. Highway 221 to McCormick, S.C., thence over U.S. Highway 378 to Washington; and return from Washington over Georgia Highway 47 to junction Georgia Highway 269, thence over Georgia Highway 269 to Barnett, Ga., thence over U.S. Highway 278 to Warrenton, Ga., thence over Georgia Highway 16 to Sparta, Ga., and return over Georgia Highway 16 to

Warrenton, Ga., thence over Georgia Highway 16 to Wrens, Ga., and thence over U.S. Highway 1 to Augusta.

Between Augusta, Ga., and Washington, Ga., serving no intermediate points; from Augusta over U.S. Highway 78 to Washington, and return over the same route.

Conditions: D, F (except those moving locally between Augusta, Lincolnnton, Washington, Warrenton, Sparta, and Wrens, Ga., and McCormick, S.C.); J, K.

Sub 1635—August 4, 1960.

Regular routes: *General commodities*, moving in express service, between Douglas, Wyo., and Crawford, Nebr., serving the intermediate points of Manville and Lusk, Wyo., and Harrison, Nebr.; from Douglas over U.S. Highway 20 to Crawford, and return over the same route.

Conditions: B, F, H, K.

Sub 1636—September 14, 1960.

Regular routes: *General commodities*, moving in express service, between Danville, Ill., and Peoria, Ill., serving the intermediate or off-route points of Fithian, Ogden, St. Joseph, Champaign, Mahomet, Mansfield, Farmer City, LeRoy, Bloomington, Danvers, Mackinaw, Tremont, and Pekin, Ill.; from Danville over U.S. Highway 150 to Bloomington, Ill., thence over Illinois Highway 9 to Pekin, Ill., and thence over Illinois Highway 29 to Peoria, and return over the same route.

Conditions: B, F, H, K.

Sub 1639—August 4, 1960.

Regular routes: *General commodities*, moving in express service, from Waterloo, Iowa, to Clear Lake, Iowa, serving the intermediate points of New Hampton, Charles City, Rudd, Nora Springs, and Mason City, Iowa, and the off-route point of Ionla, Iowa; from Waterloo over U. S. Highway 63 to junction U.S. Highway 18, and thence over U.S. Highway 18 to Clear Lake; and from Clear Lake, Iowa, to Waterloo, Iowa, serving the intermediate points of Mason City, Nora Springs, Rudd, Charles City, Nashua, Plainfield, and Waverly, Iowa and the off-route point of Ionla, Iowa; and from Clear Lake over U.S. Highway 18 to junction U.S. Highway 218, thence over U.S. Highway 218 to junction Iowa Highway 3, thence over Iowa Highway 3 to junction U.S. Highway 63, and thence over U.S. Highway 63 to Waterloo.

Conditions: B, F, H, J.

Sub 1641—August 22, 1960. (Also embraces Subs 1642 and 1643.)

Regular routes: *General commodities*, moving in express service, between junction Iowa-Minnesota State line and U.S. Highway 59 and junction Iowa-Minnesota State line and U.S. Highway 169, serving the intermediate points of Sexton, Wesley, and Garner, Iowa; from junction Iowa-Minnesota State line and U.S. Highway 59 over U.S. Highway 69 to junction U.S. Highway 18, thence east over U.S. Highway 18 to Garner, Iowa, thence west over U.S. Highway 18 to junction U.S. Highway 169, thence south over U.S. Highway 169 to Fort Dodge, Iowa, thence north over U.S. Highway 169 to junction Iowa Highway 222, thence east and north over Iowa Highway 222 to junction Iowa Highway 60, thence north over Iowa Highway 60 to junction Iowa Highway 256, thence east over Iowa Highway 256 to Corwith, Iowa, thence east over Iowa Highway 256 to junction Iowa Highway 60, thence north over Iowa Highway 60 to junction U.S. Highway 18, thence west over U.S. Highway 18 to junction U.S. Highway 169, thence north over U.S. Highway 169 to junction Iowa Highway 9, thence west over Iowa Highway 9 to Armstrong, Iowa, thence east over Iowa Highway 9 to junction Iowa Highway 250, thence south over Iowa Highway 250 to Lakota, Iowa, thence return over Iowa Highway 250 to junction Iowa Highway 9 and U.S. Highway 169, and thence north over U.S. Highway 169

to the Iowa-Minnesota State line, and return over the same route.

Between Algona, Iowa, and Sheldon, Iowa, serving the intermediate points of Cylinder, Emmetsburg, Ruthven, Spencer, Hartley, and Sanborn, Iowa, and the off-route points of Whittemore, Dickens, and Everly, Iowa; from Algona over U.S. Highway 169 to junction U.S. Highway 18, and thence over U.S. Highway 18 to Sheldon, and return over the same route.

Between Sheldon, Iowa, and Inwood, Iowa, serving the intermediate or off-route points of Boyden, Hull, and Rock Valley, Iowa; from Sheldon over U.S. Highway 18 to Inwood, and return over the same route.

Conditions: B, F, H, K.

Sub 1644—January 19, 1961.

Regular route: *General commodities*, moving in express service, between Simpsonville, S.C., and Asheville, N.C., serving the intermediate points of Greenville and Travelers Rest, S.C., and Hendersonville, Balfour (Smyth), and Fletcher, N.C.; from Simpsonville over South Carolina Highway 14 to junction U.S. Highway 276, thence over U.S. Highway 276 to junction U.S. Highway 25, and thence over U.S. Highway 25 to Asheville, and return over the same route.

Conditions: B, F (except those moving locally between Asheville, Fletcher, Balfour (Smyth), and Hendersonville, N.C., on the one hand, and, on the other, Travelers Rest, Greenville and Simpsonville, S.C.); H; K.

Sub 1647—August 22, 1960.

Regular routes: *General commodities*, moving in express service, between Spooner, Wis., and Solon Springs, Wis., serving the intermediate point of Minong, Wis.; from Spooner over U.S. Highway 53 to Solon Springs, and return over the same route.

Conditions: B, F, H, K.

Sub 1649—November 17, 1960.

Regular routes: *General commodities*, moving in express service, between Tulsa, Okla., and Madill, Okla., serving the intermediate points of Okmulgee, Henryetta, Weleetka, Wetumka, Holdenville, Ada, Roff, and Mill Creek, Okla.; from Tulsa over U.S. Highway 169 to Okmulgee, Okla., thence over U.S. Highway 75 to junction Oklahoma Highway 84, east of Holdenville, Okla., thence over Oklahoma Highway 84 via Holdenville, to junction Oklahoma Highway 56, thence over Oklahoma Highway 56 to junction Oklahoma Highway 99, thence over Oklahoma Highway 99 to Ada, Okla., thence over Oklahoma Highway 12 via Roff and Mill Creek, Okla., to junction U.S. Highway 70, and thence over U.S. Highway 70 to Madill, and return over the same route.

Conditions: B, F, H, K.

Sub 1660—January 19, 1961.

Regular route: *General commodities*, moving in express service, between Pittsfield, Maine, and Greenville Junction, Maine, serving the intermediate points of Dover-Foxcroft, Guilford, and Monson, Maine; from Pittsfield over Maine Highway 11 to Newport, Maine, thence over Maine Highway 7 to junction Maine Highway 15, and thence over Maine Highway 15 to Greenville Junction, and return over the same route.

Conditions: B, F, H, K.

Sub 1661—December 5, 1960.

Regular route: *General commodities*, moving in express service, except commodities in bulk, between Florence, S.C., and Conway, S.C., serving the intermediate point of Pamplico, S.C.; from Florence over South Carolina Highway 51 via Pamplico, S.C., to junction U.S. Highway 378, thence over U.S. Highway 378 to Conway, and return over the same route.

Conditions: B, F, H, K.

Sub 1668—April 12, 1961.

Regular route: *General commodities*, moving in express service, between Forrest City, Ark., and Helena, Ark., serving the inter-

mediate point of Marianna, Ark.; from Forrest City over Arkansas Highway 1 to junction Arkansas Highway 20, and thence over Arkansas Highway 20 to Helena, and return over the same route.

Conditions: B, F, H, K.

Sub 1669—January 17, 1961.

Regular route: *General commodities*, except commodities in bulk, moving in express service, between Morrisville, N.C., and Taylorsville, N.C., serving the intermediate points of Statesville and Stony Point, N.C.; from Morrisville over North Carolina Highway 115 to Statesville, N.C., and thence over North Carolina Highway 90 to Taylorsville, and return over the same route.

Conditions: B, F, H, K.

Sub 1675—August 12, 1963.

Regular routes: *General commodities*, moving in express service, between Kansas City, Mo., and Coffeyville, Kans., serving the intermediate and off-route points of Ottawa, Garnett, Burlington, Yates, Center, Fredonia, Neodesha, and Independence, Kans.; from Kansas City over U.S. Highway 50 to junction Kansas Highway 68, thence over Kansas Highway 68 to Ottawa, Kans., thence over U.S. Highway 59 to Garnett, Kans., thence over unnumbered county highway to Burlington, Kans., thence over U.S. Highway 75 to Altoona, Kans., thence over Kansas Highway 47 to Fredonia, Kans., thence over Kansas Highway 96 to junction U.S. Highway 169, thence over U.S. Highway 169 to Coffeyville, and return over the same route.

Conditions: Auxiliary to, or supplemental of express service of the Railway Express Agency; F (except those moving locally between Kansas City, Mo., on the one hand, and, on the other, Coffeyville, Kans., and authorized intermediate points); further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of express service of the Railway Express Agency; K.

Sub 1676—October 28, 1960.

Regular route: *General commodities*, moving in express service, between St. Louis, Mo., and Carlyle, Ill., serving the intermediate points of St. Jacob, Highland, Pochontas, Pierron, and Greenville, Ill.; from St. Louis over U.S. Highway 40 to junction Illinois Highway 143, thence over Illinois Highway 143 to Pierron, Ill., thence return over Illinois Highway 143 to junction U.S. Highway 40, thence over U.S. Highway 40 to Greenville, Ill., and thence south over Illinois Highway 127 to Carlyle, and return over the same route.

Conditions: B, F, H, K.

Sub 1677—August 10, 1961.

Regular routes: *General commodities*, moving in express service, between Cedar Rapids, Iowa and Waucoma, Iowa, serving the intermediate points of Springville, Anamosa, Monticello, Hopkinton, Manchester, Edgewood, Strawberry Point, Arlington, Fayette, and Hawkeye, Iowa; from Cedar Rapids northeast over U.S. Highway 151 via Springville and Anamosa, Iowa to Monticello, Iowa, thence north and west over Iowa Highway 38 via Hopkinton, Iowa to junction U.S. Highway 20, thence west over U.S. Highway 20 to Manchester, Iowa, thence north over Iowa Highway 13 to junction Iowa Highway 3, thence east over Iowa Highway 3 (approximately three miles) to Edgewood, Iowa, thence west over Iowa Highway 3 via junction Iowa Highway 13 and Strawberry Point, Iowa to junction Iowa Highway 154, thence northwest over Iowa Highway 154 via Arlington to junction Iowa Highway 150, thence north over Iowa Highway 150 via Fayette, Iowa to junction U.S. Highway 18, thence west over U.S. Highway 18 (approximately seven miles) to junction Iowa Highway 102, thence south (approximately two miles) over Iowa Highway 102 to Hawkeye, Iowa, thence return over Iowa Highway 102 to

junction U.S. Highway 18, thence west over U.S. Highway 18 (approximately five miles) to junction Iowa Highway 193, thence north over Iowa Highway 193 to Waucoma, and return over the same route.

Conditions: B, F, H, K.

Sub 1678—October 26, 1960.

Regular route: *General commodities*, moving in express service, between Joplin, Mo., and Adrian, Mo., serving the intermediate points of Carthage, Jasper, Lamar, Sheldon, Nevada, Rich Hill, and Butler, Mo.; from Joplin over U.S. Highway 71 to junction U.S. Highway 160, thence over U.S. Highway 160 to Lamar, Mo., thence return over U.S. Highway 160 to junction U.S. Highway 71, and thence over U.S. Highway 71 to Adrian, and return over the same route.

Conditions: B, F, H, K.

Sub 1679—October 12, 1960. (Also embraces Sub 1680.)

Regular route: *General commodities*, moving in express service, between Batesville, Ark., and Newport, Ark., serving no intermediate points; from Batesville over Arkansas Highway 11 to junction Arkansas Highway 14, thence over Arkansas Highway 14 to junction U.S. Highway 67 and thence over U.S. Highway 67 to Newport, and return over the same route.

Between Harrisonburg, Va., and Bridgewater, Va., serving the intermediate point of Dayton, Va.; from Harrisonburg over Virginia Highway 42 to Bridgewater, and return over the same route.

Conditions: B, F, H, K.

Sub 1682—July 11, 1961.

Regular routes: *General commodities*, moving in express service, between Little Rock, Ark., and Clarksville, Ark., serving the intermediate points of Conway, Morrilton, Atkins, and Russellville, Ark.; from Little Rock over U.S. Highway 65 to junction U.S. Highway 64, and thence over U.S. Highway 64 to Clarksville, and return over the same route.

Conditions: B, F, H, K.

Sub 1684—October 25, 1961.

Regular route: *General commodities*, moving in express service, between La Crosse, Wis., and Austin, Minn., serving the intermediate points of La Crescent, Hokah, Houston, Rushford, Peterson, Lanesboro, Preston, Wykoff, Spring Valley, Grand Meadow, Dexter, Harmony, Canton, Mabel, Spring Grove and Caledonia, Minn.; from La Crosse west over U.S. Highway 16 to Austin, thence return over U.S. Highway 16 to junction U.S. Highway 52, thence south over U.S. Highway 52 to junction Minnesota Highway 44, thence east and northerly over Minnesota 44 to junction U.S. Highway 16, thence east over U.S. Highway 16 to La Crosse, and return over the same route.

Conditions: B, F, H, K.

Sub 1686—February 27, 1961.

Regular route: *General commodities*, moving in express service, between Buffalo, N.Y., and Jamestown, N.Y., serving the intermediate points of Blasdell, Hamburg, Eden Center, North Collins, Collins, Gowanda, South Dayton, Cherry Creek and Conewango, N.Y.; from Buffalo over U.S. Highway 62 to junction New York Highway 17, and thence over New York Highway 17 to Jamestown (also from junction U.S. Highway 62 and New York Highway 322 over New York Highway 322 to junction New York Highway 83, thence over New York Highway 83 to junction U.S. Highway 62), and return over the same routes.

Conditions: B, F, H, K.

Sub 1689—November 17, 1960.

Regular route: *General commodities*, moving in express service, between Gladstone, Mich., and Sault Ste. Marie, Mich., serving the intermediate points of Rapid River, Cooks, Manistique, Gulliver, Engadine, Trout Lake, Rudyard, and Dafter, Mich.; from

Gladstone over U.S. Highway 2 to junction Michigan Highway 117, thence over Michigan Highway 117 to Engadine, thence over Millecoquins Road to junction Michigan Highway 48, thence over Michigan Highway 48 to junction U.S. Highway 2 at Rudyard, and thence over U.S. Highway 2 to Sault Ste. Marie, and return over the same route.

Conditions: B, F, H, K.

Sub 1693—November 8, 1960.

Regular routes: *General commodities*, moving in express service, between Macon, Ga., and Louisville, Ga., serving the intermediate points of Dry Branch, Jeffersonville, Allentown, Montrose, Dudley, Dublin, Wrightsville, Swainsboro, and Soperton, Ga.; from Macon over U.S. Highway 80 to Dublin, Ga., thence over U.S. Highway 319 to junction U.S. Highway 221, thence over U.S. Highway 221 to Louisville (also from Dublin over Georgia Highway 29 to Soperton, Ga., thence over U.S. Highway 221 to junction Georgia Highway 56 to Swainsboro, Ga., and thence over U.S. Highway 1 to Louisville), and return over the same routes.

Conditions: B, F, H, K.

Sub 1694—November 22, 1960.

Regular routes: *General commodities*, moving in express service, between Fayetteville, Tenn., and junction U.S. Highways 64 and 72 (4 miles west of Jasper, Tenn.), serving the intermediate points of Winchester, Cowan, and Sewanee, Tenn.; from Fayetteville over U.S. Highway 64 to junction U.S. Highway 72, and return over the same route.

Between Monteagle, Tenn., and junction Tennessee Highways 150 and 27, serving the intermediate points of Tracy City, Tenn.; from Monteagle over Tennessee Highway 150 to junction Tennessee Highway 27, and return over the same route.

Between junction Tennessee Highways 27 and 28 and junction Tennessee Highways 27 and 8, serving no intermediate points; from junction Tennessee Highways 27 and 28 over Tennessee Highway 27 to junction Tennessee Highway 8, and return over the same route.

Conditions: B, F, H, K.

Sub 1696—January 18, 1961.

Regular route: *General commodities*, moving in express service, between junction Delaware Sussex County Road 64 and Delaware Highway 26, and Salisbury, Md., serving the intermediate point of Pittsville, Md.; from junction Delaware Sussex County Road 64 and Delaware Highway 26 over Delaware Highway 26 to the Delaware-Maryland State Line, thence over Maryland Highway 353 to junction U.S. Highway 50, and thence over U.S. Highway 50 to Salisbury, and return over the same route.

Conditions: B, F, H, K.

Sub 1698—August 23, 1961.

Regular route: *General commodities*, moving in express service, between Tuscaloosa, Ala., and Aliceville, Ala., serving the intermediate points of Gordo, Reform, and Carrollton, Ala.; from Tuscaloosa over U.S. Highway 82 to Reform, Ala., thence over Alabama Highway 17 to Aliceville, and return over the same route.

Conditions: B, F, H, K.

Sub 1700—March 3, 1961.

Regular route: *General commodities*, moving in express service, serving Hartford, Ky., as an off-route point in connection with regular route operations between Louisville and Fulton, Ky.

Conditions: B, F, H, K.

Sub 1703—September 28, 1961.

Regular routes: *General commodities*, moving in express service, between Pittsburg, Kans., and Miami, Okla., serving the intermediate points of Girard, Cherokee, Columbus, and Baxter Springs, Kans.; from Pittsburg north over U.S. Highway 69 to junction Kansas Highway 57, thence west over Kansas

Highway 57 to Girard, Kans., thence south over Kansas Highway 7 via Cherokee to Columbus, Kans., thence south over U.S. Highway 69 to Miami; and return, from Miami north over U.S. Highway 66 via Baxter Springs, Kans., to junction Kansas Highway 26, thence north over Kansas Highway 26 to junction U.S. Highway 69, and thence north over U.S. Highway 69 to Pittsburg.

Conditions: B, F, H, K.

Sub 1706—April 11, 1961.

Regular routes: *General commodities*, moving in express service, from and to Paris, Tenn., serving the intermediate points of Dresden, Gleason and Huntingdon, Tenn., over a circular route; from Paris over Tennessee Highway 54 to Dresden, Tenn., thence over Tennessee Highway 22 via Gleason to Huntingdon, Tenn., and thence over Tennessee Highway 77 to Paris, and return over the same route.

Conditions: B, F, H, K.

Sub 1709—June 23, 1961.

Regular routes: *General commodities*, moving in express service, between Jacksonville, Fla., and New Smyrna Beach, Fla., serving the intermediate points of Yukon, Green Cove Springs, Palatka, Hastings, St. Augustine, Bunnell, Ormond Beach, Daytona Beach, and Port Orange, Fla., and the off-route point of Doctors Inlet, Fla.; from Jacksonville over U.S. Highway 17 to Palatka, thence over Florida Highway 207 to St. Augustine, Fla. (also from Jacksonville over U.S. Highway 1 to St. Augustine), and thence over U.S. Highway 1 to New Smyrna Beach, and return over the same routes.

Conditions: B, F, H, K.

Sub 1712—February 28, 1961.

Regular route: *General commodities*, moving in express service, between Carbondale, Ill., and Murphysboro, Ill., serving no intermediate points; from Carbondale over Illinois Highway 13 to Murphysboro, and return over the same route.

Conditions: B, F, H, K.

Sub 1713—February 28, 1961.

Regular route: *General commodities*, moving in express service, between Sheffield, Ala., and Russellville, Ala., serving no intermediate points; from Sheffield over U.S. Highway 43 to Russellville, and return over the same route.

Conditions: B, F, H, K.

Sub 1714—April 20, 1961.

Regular routes: *General commodities*, moving in express service, between Mobile, Ala., and Camden, Ala., serving the intermediate points of Bay Minette, Atmore, Plomaton, Brewton and Monroeville, Ala.; from Mobile over U.S. Highway 31 via Atmore, Ala., to Brewton, Ala., thence over Alabama Highway 41 via a junction with Alabama Highway 21, to Camden (also, from Atmore, Ala., over Alabama Highway 21 to junction Alabama Highway 41), and return over the same routes.

Conditions: B, F, H, K.

Sub 1715—June 5, 1961. (Also embraces Sub 1765.)

Regular routes: *General commodities*, moving in express service, between Greensboro, N.C., and High Point, N.C., serving no intermediate points: From Greensboro over U.S. Highway 29 to High Point, and return over the same route; from Greensboro over U.S. Highway 29A to High Point, and return over the same route.

Between Greensboro, N.C., and Randleman, N.C., serving no intermediate points; from Greensboro over U.S. Highway 220 to Randleman, and return over the same route.

Serving Burlington, N.C., as an off-route point in connection with carrier's regular route operations between Greensboro and Goldsboro, N.C.

The authority granted above to the extent that it duplicates any authority now held by

carrier between the same points, should be construed as conferring a single operating right only and not to be severable by sale or otherwise.

Between Mankato, Minn., and Balaton, Minn., serving the intermediate points of Nicollet, Courtland, New Ulm, Sleepy Eye, Springfield, Lamberton, Revere, Walnut Grove, and Tracy, Minn., and the off-route point of Sanborn, Minn.; from Mankato over U.S. Highway 14 to Balaton, and return over the same route.

Conditions: B, F, H, K.

Sub 1718—March 9, 1961.

Regular route: *General commodities*, moving in express service, between Norfolk, Nebr., and Winner, S. Dak., serving the intermediate points in Pierce, Foster, Plainview, Creighton, Verdigre, Niobrara, Lynch, Bristow, Spencer, and Anoka, Nebr., and Burke and Gregory, S. Dak., and the off-route point of Bonesteel, S. Dak.; from Norfolk over U.S. Highway 81 to junction Nebraska Highway 13, thence over Nebraska Highway 13 through Pierce, Foster, and Plainview, Nebr., to Creighton, Nebr., thence over Nebraska Highway 59 to junction Nebraska Highway 14, thence over Nebraska Highway 14 through Verdigre, Nebr., to Niobrara, Nebr., thence over Nebraska Highway 12 through Lynch and Bristow, Nebr., to junction U.S. Highway 281, thence over U.S. Highway 281 through Spencer and Anoka, Nebr., to junction U.S. Highway 18, thence over U.S. Highway 18 through Burke and Gregory, S. Dak., to Winner, and return over the same route.

Conditions: B, F, H, K.

Sub 1719—March 20, 1961.

Regular route: *General commodities*, moving in express service, between Watertown, S. Dak., and Milbank, S. Dak., serving the intermediate points of South Shore and Stockholm, S. Dak.; from Watertown over U.S. Highway 81 to junction South Dakota Highway 20, thence over South Dakota Highway 20 to junction U.S. Highway 77, thence over U.S. Highway 77 to Milbank, and return over the same route.

Between Watertown, S. Dak., and junction U.S. Highway 81 and U.S. Highway 12, as an alternate route for operating convenience only, in connection with carrier's regular route operations, serving no intermediate points; from Watertown over U.S. Highway 81 to junction U.S. Highway 12, and return over the same route.

Conditions: B, F, H, K.

Sub 1721—February 28, 1961.

Regular route: *General commodities*, moving in express service, between Wisconsin Dells, Wis., and Friendship, Wis., serving the intermediate points of Oxford, Grand Marsh, and Adams, Wis.; from Wisconsin Dells over Wisconsin Highway 13 to junction Wisconsin Highway 82, thence over Wisconsin Highway 82 to Oxford, Wis., thence return over Wisconsin Highway 82 to junction County Road B, thence over County Road B to junction County Road E, thence over County Road E to Grand Marsh, Wis., thence return over County Road E to junction Wisconsin Highway 13 (also from junction Wisconsin Highways 13 and 82 over Wisconsin Highway 13 to junction County Road E), thence over Wisconsin Highway 13 through Adams, Wis., to Friendship, and return over the same routes.

Conditions: B, F, H, K.

Sub 1724—December 6, 1961.

Regular routes: *General commodities*, moving in express service, between Albany, N.Y., and Rouses Point, N.Y., serving the intermediate and off-route points of Saratoga Springs, Port Edward, Whitehall, Ticonderoga, Port Henry, Mechanicsville, Westport, Willsboro, Keeseville (Port Kent), Plattsburgh, Chazy, Glens Falls, Corinth, Lake George, Riparius (Riverside Station), North

Creek, Au Sable Forks, and Dannemora, N.Y.; from Albany over U.S. Highway 9 to junction Reynolds Road, thence over Reynolds Road to junction New York Highway 197, thence over New York Highway 197 to Fort Edward, N.Y., thence over U.S. Highway 4 to Whitehall, N.Y., thence over New York Highway 22 to junction U.S. Highway 9 south of Keeseville, N.Y., thence over U.S. Highway 9 to junction New York Highway 9-B, thence over New York Highway 9-B to Rouses Point, and return over the same route; from Albany over U.S. Highway 9 to Champlain, N.Y., thence over U.S. Highway 11 to Rouses Point, and return over the same route.

Conditions: B, F, H, K.

Sub 1725—May 22, 1964.

Regular routes: *General commodities*, moving in express service, between Clinton, Iowa, and Crystal Lake, Ill., serving the intermediate points of Sterling, Rochelle, DeKalb, Chicago, and Arlington Heights, Ill., and the off-route points of St. Charles and La Grange, Ill.; from Clinton, over U.S. Highway 30 to junction U.S. Alternate Highway 30, thence over U.S. Alternate Highway 30 to junction Interstate Highway 90, thence over Interstate Highway 90 to Chicago, Ill., thence over city streets to Illinois Highway 58, thence over Illinois Highway 58 to junction U.S. Highway 14, and thence over U.S. Highway 14 to Crystal Lake, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency; F, except that carrier may render local express service solely between the points herein authorized, on express receipts or billings, without a prior or subsequent movement by rail or air. Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, express service of the Railway Express Agency; K.

Sub 1726—March 6, 1962.

Regular routes: *General commodities*, moving in express service, between Meridian, Miss., and Montgomery, Ala., serving the intermediate and off-route points of Lisman, Linden, Demopolis, Greensboro, Marion, Faunsdale, Uniontown, Marion Junction, Selma, and Prattville, Ala.; from Meridian over U.S. Highway 80 to Selma, Ala. (also from Meridian over Mississippi Highway 19 to the Mississippi-Alabama State line, thence over Alabama Highway 10 to junction Alabama Highway 69, thence over Alabama Highway 69 to junction U.S. Highway 43 near Linden, Ala., and thence over U.S. Highway 43 to junction U.S. Highway 80, near Demopolis, Ala.) and (also from junction U.S. Highway 80 and Alabama Highway 69, at Prairieville, Ala., over Alabama Highway 69 to Greensboro, Ala., thence over Alabama Highway 14 to Marion, Ala., and thence over Alabama Highway 5 to junction U.S. Highway 80, at Browns, Ala.) thence over Alabama Highway 14 to junction U.S. Highway 31, near Prattville, Ala., and thence over U.S. Highway 31 to Montgomery, and return over the same routes.

Conditions: Auxiliary to, or supplemental of, air or rail express service of carrier; F, except those moving locally between Meridian, Miss., on the one hand, and, on the other, Montgomery, Lisman, Linden, Demopolis, Greensboro, Marion, Faunsdale, Uniontown, Marion Junction, Selma, and Prattville, Ala.; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air or rail express service of carrier; K.

Sub 1728—May 4, 1961.

Regular route: *General commodities*, moving in express service, between Roanoke, Ala., and Opelika, Ala., serving the intermediate point of Lafayette, Ala.; from Roanoke

noke over U.S. Highway 431 to Opelika, and return over the same route.

Conditions: B, F, H, K.

Sub 1730—April 30, 1961.

Regular route: *General commodities*, moving in express service, between Weldon, N.C. and Williamston, N.C., serving the intermediate points of Rich Square, Aulander, Ahsokie, Cofield, Roduco and Windsor, N.C.; from Weldon over U.S. Highway 158 to Jackson, N.C., thence over North Carolina Highway 305 to Aulander, N.C., thence over North Carolina Highway 350 to Ahsokie, N.C., thence over Hertford County Road 1415 to junction Hertford County Road 1403, thence over Hertford County Road 1403 to Cofield, N.C., thence over North Carolina Highway 45 to Winton, N.C., thence over U.S. Highway 158 to Roduco, N.C., thence return over U.S. Highway 158 to Winton, N.C., and thence over U.S. Highway 13 to Williamston, and return over the same route.

Conditions: B, F, H, K.

Sub 1731—June 27, 1961.

Regular routes: *General commodities*, moving in express service, between Savannah, Ga., and Augusta, Ga., serving the intermediate points of Statesboro, Millen, and Waynesboro, Ga., and the off-route point of Millhaven, Ga.; from Savannah over U.S. Highway 80 to Statesboro, Ga., and thence over U.S. Highway 25 to Augusta, and return over the same route.

Between Savannah, Ga., and Stilson, Ga., serving the intermediate point of Springfield, Ga., and the off-route point of Millhaven, Ga.; from Savannah over Georgia Highway 21 to Springfield, Ga., and thence over Georgia Highway 119 to Stilson, and return over the same route.

Between Statesboro, Ga., and junction Georgia Highway 129 and U.S. Highway 25, serving the intermediate point of Metter, Ga., and the off-route point of Millhaven, Ga.; from Statesboro, south over U.S. Highway 25 to junction Georgia Highway 46, thence over Georgia Highway 46 to Metter, Ga., and thence north over Georgia Highway 129 to junction U.S. Highway 25, and return over the same route.

Between Millen, Ga., and Waynesboro, Ga., serving the intermediate points of Sylvania and Sardis, Ga., and the off-route point of Millhaven, Ga.; from Millen over Georgia Highway 21 to Sylvania, Ga., thence north over U.S. Highway 301 to junction Georgia Highway 24, and thence over Georgia Highway 24 to Waynesboro, and return over the same route.

Conditions: B, F, H, K.

Sub 1733—April 26, 1961.

Regular route: *General commodities*, moving in express service, between Enterprise, Ala., and Dothan, Ala., serving the intermediate points of Hartford and Slocumb, Ala.; from Enterprise over unnumbered farm-to-market road via Bellwood, Ala., to Hartford, Ala., and thence over Alabama Highway 53 to Dothan, and return over the same route.

Conditions: B, F, H, K.

Sub 1739—August 1, 1961.

Regular routes: *General commodities*, moving in express service, between Chicago, Ill., and Joliet, Ill., serving no intermediate points; from Chicago over Illinois Highway 4A to Joliet, and return over the same route.

Conditions: B, F, H, K.

Sub 1740—November 24, 1961.

Regular routes: *General commodities*, moving in express service, between Atlanta, Ga., and Montgomery, Ala., serving the intermediate points of Fairburn, Newnan, Hogansville, LaGrange, and West Point, Ga., and Opelika, Auburn, Tuskegee, Notasulga, and Tallassee, Ala.; from Atlanta over U.S. Highway 29 to Tuskegee, Ala., and thence over U.S. Highway 80 to Montgomery, and

return over the same route; from Atlanta over U.S. Highway 29 to junction Alabama Highway 14, thence over Alabama Highway 14 to junction U.S. Highway 231, and thence over U.S. Highway 231 to Montgomery, and return over the same route; from Atlanta over U.S. Highway 29 to junction Alabama Highway 14, thence over Alabama Highway 14 to Notasulga, Ala., thence over Alabama Highway 81 to Tuskegee, Ala., and thence over U.S. Highway 80 to Montgomery, and return over the same route.

Conditions: B, F (except those moving locally between Atlanta, Fairburn, Newnan, Hogansville, LaGrange, and West Point, Ga., on the one hand, and, on the other, Opelika, Auburn, Tuskegee, Notasulga, Tallassee, and Montgomery, Ala.); H, K.

Sub 1743—May 4, 1961.

Regular route: *General commodities*, moving in express service, serving Tipton, Iowa, as an off-route point in connection with carrier's regular route operations between Clinton, Iowa, and Omaha, Nebr.

Conditions: B, F, H, K.

Sub 1749—June 8, 1961.

Regular routes: *General commodities*, moving in express service, between Trenton, Tenn., and Memphis, Tenn., serving no intermediate points; from Trenton over Tennessee Highway 54 to junction Tennessee Highway 20, thence over Tennessee Highway 20 to junction U.S. Highway 79, and thence over U.S. Highway 79 to Memphis, and return over the same route.

Conditions: B, F, H, K.

Sub 1753—June 5, 1961.

Regular routes: *General commodities*, moving in express service, between Waterville, Maine, and Pittsfield, Maine, serving the intermediate point of Burnham Junction, Maine, and the off-route point of Hartland, Maine; from Waterville over U.S. Highway 201 to junction Maine Highway 11, and thence over Maine Highway 11 to Pittsfield, and return over the same route.

Conditions: B, F, H, K.

Sub 1755—August 16, 1961.

Regular routes: *General commodities*, moving in express service, between East St. Louis, Ill., and Chester, Ill., serving the intermediate points of Columbia, Waterloo, Red Bud, Baldwin, and Sparta, Ill.; from East St. Louis over Illinois Highway 3 to junction Illinois Highway 154, thence over Illinois Highway 154 to Sparta, Ill., thence over Illinois Highway 43 to junction Illinois Highway 150, thence over Illinois Highway 150 to Chester, and return over the same route.

Between Chester, Ill., and East St. Louis, Ill., as an alternate route for operating convenience only, in connection with carrier's regular route operations, serving no intermediate points; from Chester over Illinois Highway 3 to East St. Louis, and return over the same route.

Conditions: B, F, H, K.

Sub 1758—May 10, 1961.

Regular routes: *General commodities*, moving in express service, between Buffalo, N.Y., and the port of entry on the United States-Canada Boundary line, at or near Niagara Falls, N.Y., serving the intermediate point of Niagara Falls, N.Y.; from Buffalo over U.S. Highway 62 to the Whirlpool Bridge, and thence over the Whirlpool Bridge to the port of entry, at or near Niagara Falls, and return over the same route; from Buffalo over the New York State Thruway (Niagara Section) to the Whirlpool Bridge, and thence over the Whirlpool Bridge to the port of entry at or near Niagara Falls, and return over the same route.

Conditions: B, F, H, K.

Sub 1759—April 5, 1962.

Regular routes: *General commodities*, moving in express service, between DeSoto, Mo.,

and Fredericktown, Mo., serving the intermediate points of Bonne Terre, Desloge, Flat River, and Farmington, Mo.; from DeSoto over Missouri Highway 21A to junction Missouri Highway 110, thence over Missouri Highway 110 to junction U.S. Highway 67, thence over U.S. Highway 67 to junction Missouri Highway 47, thence over Missouri Highway 47 to Bonne Terre, thence return over Missouri Highway 47 to junction U.S. Highway 67, thence over U.S. Highway 67 to junction Missouri Highway 32, thence over Missouri Highway 32 to junction Missouri Highway 8, thence over Missouri Highway 8 to junction U.S. Highway 67, thence over U.S. Highway 67 to Fredericktown, and return over the same route.

Conditions: B, F, H, K.

Sub 1762—August 16, 1961.

Regular routes: *General commodities*, moving in express service, between Grand Rapids, Mich., and Cadillac, Mich., serving the intermediate points of Morley, Big Rapids, and Howard City, Mich.; from Grand Rapids over U.S. Highway 131 to Cadillac, and return over the same route.

Conditions: B, F, J, K.

Sub 1766—August 16, 1961.

Regular routes: *General commodities*, moving in express service, between Grand Rapids, Mich., and Fowler, Mich., serving the intermediate point of Ionia, Mich.; from Grand Rapids over Michigan Highway 21 to Fowler, and return over the same route.

Between Lansing, Mich., and Owosso, Mich., serving no intermediate points; from Lansing over Michigan Highway 78 to junction Michigan Highway 47, thence over Michigan Highway 47 to Owosso, and return over the same route.

Conditions: B, F, H, K.

Sub 1767—November 30, 1962.

Regular routes: *General commodities*, moving in express service, between Orlando, Fla., and Leesburg, Fla., serving the intermediate points of Apopka, Plymouth, Zellwood, Mount Dora, and Tavares, Fla., and the off-route point of Lake Jem, Fla.; from Orlando over U.S. Highway 441 to Leesburg, and return over the same route.

Between Orlando, Fla., and Umatilla, Fla., serving the intermediate points of Clermont, Groveland, Tavares, and Eustis, Fla., and the off-route points of Oakland and Montverde, Fla.; from Orlando over Florida Highway 50 to Groveland, Fla., thence over Florida Highway 19 to Umatilla, and return over the same route.

Between Apopka, Fla., and junction Florida Highways 438 and 50, serving the intermediate point of Winter Garden, Fla.; from Apopka over Florida Highway 437A to junction Florida Highway 437, thence over Florida Highway 437 to junction Florida Highway 438, thence over Florida Highway 438 to junction Florida Highway 50, and return over the same route.

Between junction Florida Highways 19 and 19A two miles south of Eustis, Fla., and junction Florida Highway 19A and U.S. Highway 441, serving no intermediate points; from junction Florida Highways 19 and 19A over Florida Highway 19A to junction U.S. Highway 441, and return over the same route.

Conditions: Auxiliary to or supplemental of air or rail express service of the Railway Express Agency, Inc.; F (shipments moving on through bill of lading or express receipt of the Railway Express Agency, Inc.); Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary or supplemental to air or rail express service of the Railway Express Agency, Inc.; K.

Sub 1769—June 23, 1961.

Regular routes: *General commodities*, moving in express service, between Rochester, Minn., and Chatfield, Minn., serving no intermediate points; from Rochester over U.S.

Highway 52 to Chatfield, and return over the same route.

Conditions: B, F, H, K.

Sub 1770—June 12, 1961.

Regular routes: *General commodities*, moving in express service, between Olivia, Minn., and Redwood Falls, Minn., serving the intermediate point of Morton, Minn.; from Olivia over U.S. Highway 71 to Redwood Falls, and return over the same route.

Conditions: B, F, H, K.

Sub 1773—May 24, 1963.

Regular routes: *General commodities*, moving in express service, between Macon, Ga., and Adel, Ga., serving the intermediate points of Perry, Unadilla, Vienna, Cordele, Ashburn, Sycamore, Tifton and Sparks, Ga., and the off-route point of Clinchfield, Ga.; from Macon over U.S. Highway 41 to Adel, and return over the same route.

Conditions: Auxiliary to or supplemental of the express service of the Railway Express Agency; F, J, K.

Sub 1775—September 27, 1961.

Regular routes: *General commodities*, moving in express service, between Salina, Kans., and Concordia, Kans., serving the intermediate point of Beloit, Kans.; from Salina north over U.S. Highway 81 to junction U.S. Highway 24, thence west over U.S. Highway 24 to Beloit, Kans., thence east over Kansas Highway 9 to Concordia; and return, from Concordia south over U.S. Highway 81 to Salina.

Conditions: B, F, H, K.

Sub 1776—February 20, 1963.

Regular routes: *General commodities*, moving in express service, between Sioux Falls, S. Dak., and Alliance, Nebr., serving the intermediate points of Brookings, Arlington, Lake Preston, DeSmet, Iroquois, Huron, Wolsey, Miller, Highmore, Blunt, Pierre, Midland, Phillip, Wall, Wasta, and Rapid City, S. Dak.; from Sioux Falls over U.S. Highway 77 to Brookings, S. Dak., thence over U.S. Highway 14 to Rapid City, S. Dak., thence over South Dakota Highway 79 to junction U.S. Highway 385, and thence over U.S. Highway 385 to Alliance, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency; F. Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to or supplemental of express service of the Railway Express Agency; K.

Sub 1782—September 6, 1961.

Regular route: *General commodities*, moving in express service, between junction Minnesota Highway 22 and U.S. Highway 16 and junction Minnesota Highway 254 and U.S. Highway 16, serving the intermediate points of Klester, Bricelyn, and Frost, Minn.; from junction Minnesota Highway 22 and U.S. Highway 16 over Minnesota Highway 22 to Klester, Minn., thence over unnumbered Fairbault county road to junction Minnesota Highway 254 approximately 2 miles south of Frost, Minn., thence over Minnesota Highway 254 to junction U.S. Highway 16, and return over the same route.

Conditions: B, F, H, K.

Sub 1784—December 21, 1961.

Regular route: *General commodities*, except Classes A and B explosives, moving in express service, between Norwalk, Ohio, and Willard, Ohio, serving no intermediate points; from Norwalk over Ohio Highway 61 to junction Ohio Highway 162, thence over Ohio Highway 162 to junction Ohio Highway 99, thence over Ohio Highway 99 to Willard, and return over the same route.

Conditions: B, F, H.

Sub 1793—January 25, 1962.

Regular routes: *General commodities*, moving in express service, between Buffalo, N.Y., and Rochester, N.Y., serving the intermediate points of Batavia and LeRoy, N.Y.; from Buffalo over New York Highway 33 to Bata-

via, N.Y., thence over New York Highway 5 to LeRoy, N.Y., thence over New York Highway 19 to junction New York Highway 33, thence over New York Highway 33 to Rochester and return over the same route; from Buffalo over New York Highway 5 to LeRoy, N.Y., thence over New York Highway 19 to junction New York Highway 33, thence over New York Highway 33 to Rochester, and return over the same route.

Between Buffalo, N.Y., and Rochester, N.Y., serving no intermediate points, but serving the off-route points of Batavia and LeRoy, N.Y.; from Buffalo over Interstate Highway 90 to junction U.S. Highway 15 at West Henrietta, N.Y., thence over U.S. Highway 15 to Rochester, and return over the same route.

Conditions: B, F, H, K.

Sub 1794—September 28, 1961.

Regular routes: *General commodities*, moving in express service, between Aberdeen, Wash., and Centralia, Wash., serving the intermediate point of Raymond, Wash.; from Aberdeen over U.S. Highway 101 to Raymond, Wash., thence over Washington Highway 12 to Chehalis, Wash., and thence over U.S. Highway 99 to Centralia, and return over the same route.

Conditions: B, F, H, K.

Sub 1795—December 6, 1961.

Regular route: *General commodities*, moving in express service, between Auburn, Ind., and Fort Wayne, Ind., serving the intermediate points of Spencerville and Grabill, Ind.; from Auburn over Indiana Highway 8 to junction Indiana Highway 1, thence over Indiana Highway 1 to Leo, Ind., thence over unnumbered county highway to Grabill, Ind., thence return over unnumbered county highway to Leo, thence over Indiana Highway 1 to Fort Wayne, and return over the same route.

Conditions: D, F, J, K.

Sub 1798—November 14, 1961.

Regular routes: *General commodities*, moving in express service, between Pasco, Wash., and Ephrata, Wash., serving the intermediate point of Moses Lake, Wash., and the off-route points of Othello and Warden, Wash.; from Pasco over U.S. Highway 395 to junction Washington Highway 11-G, thence over Washington Highway 11-G to Ephrata, and return over the same route.

Conditions: B, F, H, K.

Sub 1802—November 14, 1961.

Regular routes: *General commodities*, moving in express service, between junction U.S. Highway 58 and Virginia Highway 62 (near Danville, Va.), and Virginia, Va., serving the intermediate point of Roxboro, N.C.; from junction U.S. Highway 58 and Virginia Highway 62, over Virginia Highway 62 to the Virginia-North Carolina State line, thence over North Carolina Highway 57 to Roxboro, N.C., thence over North Carolina Highway 49 to the Virginia-North Carolina State line, and thence over Virginia Highway 49 to Virginia (also from Roxboro, N.C. over U.S. Highway 501 to junction Virginia Highway 96), and return over the same routes.

Between South Boston, Va., and Halifax, Va., serving no intermediate points; from South Boston over U.S. Highway 501 to Halifax, and return over the same route.

Conditions: B, F, H, K.

Sub 1803—August 1, 1961.

Regular routes: *General commodities*, moving in express service, between Garden City, N.Y., and Riverhead, N.Y., serving no intermediate points; from Garden City over Nassau County Trunk Highway 4 to junction Nassau County Trunk Highway 25, thence over Nassau County Trunk Highway 25 to junction New York Highway 25, thence over New York Highway 25 to junction Secondary New York Highway 58, thence over Secondary New York Highway 58 to Riverhead, and return over the same route.

Between Garden City, N.Y., and Riverhead, N.Y., serving the intermediate point of Brentwood, N.Y.; from Garden City over Nassau County Trunk Highway 4 to junction Nassau County Trunk Highway 25, thence over Nassau County Trunk Highway 25 to junction unnumbered highway, thence over unnumbered highway to junction Wolf Hill Road, thence over Wolf Hill Road to junction Deer Park Avenue, thence over Deer Park Avenue to junction Brentwood Road, thence over Brentwood Road to Brentwood, N.Y., thence over unnumbered highway to junction New York Highway 111, thence over New York Highway 111 to junction Nesconset Road, thence over Nesconset Road to junction New York Highway 25, thence over New York Highway 25 to junction Secondary New York Highway 58, thence over Secondary New York Highway 58 to Riverhead, and return over the same route.

Conditions: B, F, H, K.

Sub 1804—October 4, 1961.

Regular routes: *General commodities*, moving in express service, between New Rockford, N. Dak., and Esmond, N. Dak., serving the intermediate points of Sheyenne, Oberon, Minnewaukan, and Maddock, N. Dak.; from New Rockford over U.S. Highway 281 approximately 17 miles to junction unnumbered highway, thence west over unnumbered highway to Oberon, N. Dak., thence north over unnumbered highway to junction U.S. Highway 281, thence north over U.S. Highway 281 to Minnewaukan, N. Dak., thence west on North Dakota Highway 19 approximately five miles to junction unnumbered highway, and thence south and west over unnumbered highway to Esmond, and return over the same route.

Conditions: B, F, H, K.

Sub 1807—February 12, 1963.

Regular routes: *General commodities*, moving in express service, between Texarkana, Ark., and Camden, Ark., serving the intermediate points of Lewisville, Stamps, Waldo, Magnolia, El Dorado, and Smackover, Ark.; from Texarkana over U.S. Highway 82 to junction U.S. Highway 167, thence over U.S. Highway 167 to junction Arkansas Highway 7 to Camden, and return over the same route.

Conditions: Auxiliary to, or supplemental of, express service of the Railway Express Agency; E. Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, express service of the Railway Express Agency; K.

Sub 1812—November 24, 1961.

Regular routes: *General commodities*, moving in express service, between Clarksburg, W. Va., and Elkins, W. Va., serving the intermediate points of Philippi and Bellington, W. Va., and the off-route point of Grafton, W. Va.; from Clarksburg over West Virginia Highway 20 to junction West Virginia Highway 57, thence over West Virginia Highway 57 to junction U.S. Highway 119, thence over U.S. Highway 119 to junction U.S. Highway 250, and thence over U.S. Highway 250 to Elkins, and return over the same route.

Conditions: B, F, H, K.

Sub 1819—July 31, 1962.

Regular routes: *General commodities*, moving in express service, between Tazewell, Va., and Berwind, W. Va., serving no intermediate points; from Tazewell over Virginia Highway 16 to the Virginia-West Virginia State line, thence over West Virginia Highway 16 to junction West Virginia Highway 11, thence over West Virginia Highway 11 to junction West Virginia Highway 9, and thence over West Virginia Highway 9 to Berwind, and return over the same route.

Between Grundy, Va., and Raven, Va., serving no intermediate points; from Grundy

over U.S. Highway 460 to Raven, and return over the same route.

Conditions: Auxiliary to, or supplemental of, air or rail express service; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air or rail express service; K.

Sub 1820—February 13, 1963.

Regular routes: *General commodities*, moving in express service, between Providence, R.I., and Putnam, Conn., serving no intermediate points; from Providence over U.S. Highway 44 to Putnam, and return over the same route.

Between Providence, R.I., and New London, Conn., serving no intermediate points, but serving the off-route points of Kingston and Westerly, R.I., and Mystic, Conn.; from Providence over Rhode Island Highway 2 to junction Interstate Highway 95 in Warwick, R.I., thence over Interstate Highway 95 to New London, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency; F, except that carrier may render local express service solely between the points herein authorized, on express receipts or billing, without a prior or subsequent movement by rail or air; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to or supplemental of express service of the Railway Express Agency; K.

Sub 1827—December 15, 1961.

Regular routes: *General commodities*, moving in express service, between Greenville, S.C., and Pomaria, S.C., serving the intermediate points of Piedmont, Pelzer, Williamstown, Belton, Honea Path, Donalds, Hodges, Greenwood, Ninety Six, Chappells, and Newberry, S.C., and the off-route point of Ware Shoals, S.C.; from Greenville over South Carolina Highway 5 to junction South Carolina Highway 20, thence over South Carolina Highway 20 to Belton, S.C., thence over U.S. Highway 178 to Greenwood, S.C., thence over South Carolina Highway 34 to junction South Carolina Highway 219, thence over South Carolina Highway 219 to junction U.S. Highway 178, thence over U.S. Highway 178 to Pomaria, and return over the same route.

Conditions: B, F, H, K.

Sub 1828—January 16, 1962.

Regular routes: *General commodities*, moving in express service, between Little Falls, Minn., and Morris, Minn., serving the intermediate and off-route points of Swanville, Grey Eagle, Willard, Starbuck, and Cyrus, Minn.; from Little Falls over Minnesota Highway 28 to Glenwood, Minn., thence over Minnesota Highway 55 to Lowry, Minn., thence over Minnesota Highway 114 to Starbuck, Minn., thence over Minnesota Highway 28 to Morris, and return over the same route.

Between Glenwood, Minn., and Starbuck, Minn., as an alternate route for operating convenience only, in connection with carrier's regular route operations between Little Falls, Minn., and Morris, Minn., serving no intermediate points; from Glenwood over Minnesota Highway 28 to Starbuck, and return over the same route.

Conditions: B, F, H, K.

Sub 1829—December 15, 1961.

Regular routes: *General commodities*, moving in express service, between Orangeburg, S.C., and Holly Hill, S.C., serving the intermediate points of Cameron, Elloree, and Eutawville, S.C.; from Orangeburg over South Carolina Highway 33 to junction South Carolina Highway 6, thence over South Carolina Highway 6 to Eutawville, S.C., thence over South Carolina Highway 453 to Holly Hill, and return over the same route.

Between Orangeburg, S.C., and Holly Hill, S.C., serving no intermediate points; from

Orangeburg over U.S. Highway 301 to junction U.S. Highway 176, thence over U.S. Highway 176 to Holly Hill, and return over the same route.

Conditions: B, F, H, K.

Sub 1832—February 12, 1963.

Regular routes: *General commodities*, moving in express service, between Tampa, Fla., and Venice, Fla., serving the intermediate point of Parrish, and the off-route points of Winauma and Tallevast, Fla.; from Tampa over U.S. Highway 41 to Gibsonton, Fla., thence east over unnumbered highway to junction U.S. Highway 301, thence over U.S. Highway 301 to Sarasota, Fla., and thence over U.S. Highway 41 to Venice, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency; F; further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to or supplemental of express service of the Railway Express Agency; K.

Sub 1833—February 27, 1963.

Regular routes: *General commodities*, moving in express service, between West Palm Beach, Fla., and Naples, Fla., serving the intermediate points of Belle Glade, Clewiston, Ft. Myers, and Bonita Springs, Fla., and the off-route points of Canal Point and Moore Haven, Fla.; from West Palm Beach over temporary U.S. Highway 98 to junction U.S. Highway 441, thence over U.S. Highway 441 to Belle Glade, Fla., thence over Florida Highway 80 to Ft. Myers, Fla., thence over U.S. Highway 41 to Naples, and return over the same route.

Between Ft. Myers, Fla., and junction Florida Highway 846 and U.S. Highway 41, serving the intermediate point of Immokalee, Fla.; from Ft. Myers over Florida Highway 82 to junction Florida Highway 29, thence over Florida Highway 29 to junction Florida Highway 846, and thence over Florida Highway 846 to junction U.S. Highway 41, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency; F, from or to Ft. Myers, Fla., or West Palm Beach, Fla.; further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to or supplemental of express service of the Railway Express Agency; K.

Sub 1835—February 13, 1962.

Regular route: *General commodities*, moving in express service, serving Graceville, Fla., as an off-route point in connection with carrier's regular route operations between Dothan, Ala., and Apalachicola, Fla.

Conditions: B, F, H, K.

Sub 1836—February 9, 1962.

Regular route: *General commodities*, moving in express service, between Farmville, Va., and Dillwyn, Va., serving no intermediate points; from Farmville over U.S. Highway 15 to Dillwyn, and return over the same route.

Conditions: B, F, H, K.

Sub 1838—November 8, 1962.

Regular routes: *General commodities*, moving in express service, between Utica, N.Y., and Massena, N.Y., serving the intermediate points of Boonville, Lyons Falls, Lowville, Watertown, Gouverneur, Canton and Potsdam, N.Y.; from Utica over New York Highway 12 to Watertown, N.Y., thence over U.S. Highway 11 to Potsdam, N.Y., thence over New York Highway 56 to junction New York Highway 37, and thence over New York Highway 37 to Massena, and return over the same route.

Between Utica, N.Y., and Massena, N.Y., serving the intermediate and off-route points of Camden, Pulaski, Lacona, Adams, Clayton, Redwood, and Ogdensburg, N.Y.; from Utica over New York Highway 49 to junction New York Highway 69, thence over New York

Highway 69 to junction New York Highway 13, thence over New York Highway 13 to junction U.S. Highway 11, thence over U.S. Highway 11 to Watertown, N.Y., thence over New York Highway 12 to junction New York Highway 26, thence over New York Highway 26 to junction New York Highway 26-B, thence over New York Highway 26-B to junction New York Highway 37, thence over New York Highway 37 to Ogdensburg, N.Y., thence over New York Highway 68 to Canton, N.Y., thence over U.S. Highway 11 to Potsdam, N.Y., thence over New York Highway 56 to junction New York Highway 37, and thence over New York Highway 37 to Massena, and return over the same route.

Between Lowville, N.Y., and Watertown, N.Y., serving the intermediate point of Carthage, N.Y.; from Lowville over New York Highway 26 to junction New York Highway 3, and thence over New York Highway 3 to Watertown, and return over the same route.

Between junction New York Highway 3 and unnumbered highway, and junction unnumbered highway and U.S. Highway 11, serving no intermediate points; from junction unnumbered highway and New York Highway 3 at or near Deferiet or Great Bend, N.Y., over unnumbered highway to junction U.S. Highway 11 at or near Philadelphia, N.Y., and return over the same route.

Conditions: D, P, H, K.

Sub 1839—June 18, 1964.

Regular route: *General commodities*, moving in express service, between Chester, S.C., and Lancaster, S.C., serving the intermediate point of Great Falls, S.C.; from Chester over South Carolina Highway 97 to Great Falls, S.C., and thence over South Carolina Highway 200 to Lancaster, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency; F; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to or supplemental of express service of the Railway Express Agency; K.

Sub 1841—February 13, 1963.

Regular routes: *General commodities*, moving in express service, between Bismarck, N. Dak., and McHenry, N. Dak., serving the intermediate and off-route points of Wilton, Regan, Wing, Tuttle, Robinson, Lake Williams, Pettibone, Woodworth, Pingree, Buchanan, Jamestown, Rogers, Dazey, Coopers-town, and Binford, N. Dak.; from Bismarck over U.S. Highway 83 to Wilton, N. Dak., thence over North Dakota Highway 36 to Pingree, N. Dak., thence over U.S. Highway 52-281 to Jamestown, N. Dak., thence over U.S. Highway 10-52 to junction North Dakota Highway 1 to junction North Dakota Highway 7, thence over North Dakota Highway 7 to junction North Dakota Highway 45, thence over North Dakota Highway 45 to junction North Dakota Highway 65, and thence over North Dakota Highway 65 to McHenry, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency; F; Service at Bismarck and Jamestown shall be for the purpose of joinder only; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to or supplemental of express service of the Railway Express Agency; K.

Sub 1844—April 9, 1963.

Regular routes: *General commodities*, moving in express service, between Hot Springs, S. Dak., and junction U.S. Highway 385 and South Dakota Highway 79, located approximately five miles east of Hot Springs, S. Dak., serving no intermediate points; from Hot Springs over U.S. Highway 385 to junction South Dakota Highway 79, and return over the same route.

Conditions: Auxiliary to, or supplemental of, express service of the Railway Express Agency; F: Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, express service of the Railway Express Agency; K.

Sub 1847—August 31, 1962.

Regular routes: *General commodities*, moving in express service, between Newark, N.J., and Plainfield, N.J., serving no intermediate points; from Newark over U.S. Highway 22 to Plainfield, and return over the same route.

Between Newark, N.J., and Bayonne, N.J., serving no intermediate points; from Newark over U.S. Highway 1 to junction New Jersey Turnpike, thence over New Jersey Turnpike to Bayonne, and return over the same route.

Conditions: D, F, H, K.

Sub 1858—June 27, 1962.

Regular routes: *General commodities*, moving in express service, serving Harriman, Tenn., as an intermediate point in connection with carrier's authorized regular route operations between Chattanooga, Tenn., and Oneida, Tenn., over U.S. Highway 27.

Conditions: D, F, J.

Sub 1863—August 31, 1962.

Regular route: *General commodities*, moving in express service, serving Eaton and Versailles, Ohio, as off-route points in connection with carrier's presently authorized regular route operations between West Unity, Ohio, and Middletown, Ohio.

Conditions: B, F, H, K.

Sub 1870—December 6, 1962.

Regular routes: *General commodities*, moving in express service, between Hammond, La., and Bogalusa, La., serving the intermediate point of Covington, La.; from Hammond over U.S. Highway 190 to Covington, La., thence over Louisiana Highway 21 to Bogalusa, and return over the same route.

Conditions: B, F, H, K.

Sub 1873—August 31, 1962.

Regular routes: *General commodities*, moving in express service, between Zebulon, N.C., and Vanceboro, N.C., serving the intermediate points of Spring Hope, Nashville, Rocky Mount, Tarboro, Bethel, and Greenville, N.C.; from Zebulon over U.S. Highway 64 to Robertsonville, N.C., thence return over U.S. Highway 64 to Bethel, N.C., thence over U.S. Highway 13 to Greenville, N.C., thence over North Carolina Highway 43 to Vanceboro, and return over the same route.

Between Rocky Mount, N.C. and Wilson, N.C., serving the intermediate point of Elm City, N.C.; from Rocky Mount over U.S. Highway 301 to Wilson, and return over the same route.

Between Rocky Mount, N.C., and Kinston, N.C., serving the intermediate points of Pine-top, Greenville, Winterville, Ayden, and Grifton, N.C.; from Rocky Mount over North Carolina Highway 43 to Greenville, N.C., thence over North Carolina Highway 11 to Kinston, and return over the same route.

Between junction North Carolina Highway 43 and U.S. Highway 258, and Farmville, N.C., serving no intermediate points, but serving the off-route point of Macclesfield, N.C.; from junction North Carolina Highway 43 and U.S. Highway 258 over U.S. Highway 258 to Farmville, and return over the same route.

Between New Bern, N.C., and Pollocksville, N.C., serving no intermediate points; from New Bern over U.S. Highway 17 to Pollocksville, and return over the same route.

Between Goldsboro, N.C., and Morehead City, N.C., serving the intermediate points of LaGrange, New Bern, Havelock, and Newport, N.C.; from Goldsboro over U.S. Highway 70 to Morehead City, and return over the same route.

Between Washington, N.C., and Vanceboro, N.C., serving no intermediate points; from

Washington over U.S. Highway 17 to Vanceboro, and return over the same route.

Between Plymouth, N.C., and Williamston, N.C., serving no intermediate points; from Plymouth over U.S. Highway 64 to Williamston, and return over the same route.

Conditions: Auxiliary to, or supplemental of, express service of Railway Express Agency, Inc.; F (shipments moving on through bills of lading or express receipts of Railway Express Agency, Inc.); Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, express service of the Railway Express Agency, Inc.

Sub 1877—August 31, 1962.

Regular route: *General commodities*, moving in express service, between Illinois, Ill., and Springfield, Ill., serving no intermediate points; from Illinois over U.S. Highway 36 to junction Illinois Highway 125, and thence over Illinois Highway 125 to Springfield, and return over the same route.

Conditions: B, F, H, K.

Sub 1878—October 9, 1962.

Regular routes: *General commodities*, moving in express service, between Bessemer, Ala., and junction U.S. Highways 11 and 80 (about 4 miles southwest of York, Ala.), serving the intermediate and off-route points of Tuscaloosa, Eutaw, Livingston, and York, Ala.; from Bessemer over U.S. Highway 11 to junction U.S. Highway 80, and return over the same route.

Conditions: B, F, H, K.

Sub 1886—February 27, 1963.

Regular route: *General commodities*, moving in express service, between Lake City, Fla., and Jasper, Fla., serving the intermediate point of White Springs, Fla.; from Lake City over U.S. Highway 41 to Jasper, and return over the same route.

Between Starke, Fla., and Keystone Heights, Fla., serving no intermediate points; from Starke over Florida Highway 100 to Keystone Heights, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency; F: Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, express service of the Railway Express Agency; K.

Sub 1891—March 4, 1963.

Regular routes: *General commodities*, moving in express service, between Kansas City, Mo., and Clinton, Mo., serving no intermediate points; from Kansas City over U.S. Highway 71 to junction Missouri Highway 7, thence over Missouri Highway 7 to junction Missouri Highway 13, thence over Missouri Highway 13 to Clinton, and return over the same route.

Conditions: B, F, H, K.

Sub 1898—January 29, 1963.

Regular routes: *General commodities*, moving in express service, between junction U.S. Highway 63 and Iowa Highway 3, and junction Iowa Highways 150 and 154, serving the intermediate point of Oelwein, Iowa, and the off-route point of Reafield, Iowa; from junction U.S. Highway 63 and Iowa Highway 3 over Iowa Highway 3 to Oelwein, Iowa, thence over Iowa Highway 150 to junction Iowa Highway 154, and return over the same route.

Between Fayette, Iowa, and junction U.S. Highway 63 and Iowa Highway 93, serving the intermediate points of Sumner and Tripoli, Iowa; from Fayette over Iowa Highway 93 to junction U.S. Highway 63, and return over the same route.

Between junction U.S. Highway 63 and 18, and Fredericksburg, Iowa, serving no intermediate points; from junction U.S. Highway 63 and 18 over U.S. Highway 18 to Fredericksburg, and return over the same route.

Conditions: B, F, H, K.

Sub 1905—November 5, 1962.

Regular route: *General commodities*, moving in express service, between Arcade, N.Y., and junction New York Highways 39 and 240, located approximately one mile east of Springville, N.Y., serving no intermediate points; from Arcade over New York Highway 39 to junction New York Highway 240, and return over the same route.

Conditions: B, F, H, K.

Sub 1913—January 22, 1963.

Regular routes: *General commodities*, moving in express service, between Ames, Iowa, and Ankeny, Iowa, as an alternate route for operating convenience only in connection with carrier's otherwise authorized regular route operations serving no intermediate points; from Ames over U.S. Highway 69 to Ankeny, and return over the same route.

Conditions: B, F, H.

Sub 1931—May 14, 1963.

Alternate routes for operating convenience only: *General commodities*, moving in express service, between junction New York Highways 5 and 33, located approximately one mile southeast of Batavia, N.Y., and junction New York Highway 33 and Interstate Highway 90, in connection with carrier's otherwise authorized regular route operations, serving no intermediate points, and serving the junction of New York Highway 33 and Interstate Highway 90 for the purpose of joinder only; from junction New York Highways 5 and 33, over New York Highway 33 to junction Interstate Highway 90, and return over the same route.

Between junction New York Highway 33 and Interstate Highway 90 and junction New York Highways 33 and 19, located approximately one mile southeast of Bergen, N.Y., in connection with carrier's otherwise authorized regular route operations, serving no intermediate points, and serving the junction of New York Highway 33 and Interstate Highway 90 and the junction of New York Highways 19 and 33 for the purpose of joinder only; from junction New York Highway 33 and Interstate Highway 90, over New York Highway 33 to junction New York Highway 19, and return over the same route.

Conditions: B, F, H.

RAILWAY EXPRESS MOTOR TRANSPORT, INCORPORATED MC 1649

Sub 3—March 3, 1943.

General commodities, over a regular route, between Indianapolis, Ind., and Kokomo, Ind.; from Indianapolis over Indiana Highway 13 to Allisonville, Ind., thence over unnumbered highways via Castleton and Fishers, Ind., to junction Indiana Highway 13, thence over Indiana Highway 13 to Noblesville, Ind., thence over unnumbered highways via Cicero, Arcadia, Atlanta, Tipton, and Sharpville, Ind., to junction U.S. Highway 31, and thence over U.S. Highway 31 to Kokomo, and return over the same route.

Service is authorized to and from the intermediate points of Arcadia, Atlanta, Castleton, Cicero, Fishers, Noblesville, Sharpville, and Tipton, Ind.

Conditions: C, F, I.

Sub 4—August 7, 1943.

General commodities, over a regular route, between Indianapolis, Ind., and Covington, Ind.; from Indianapolis over Indiana Highway 34 to Covington, and return over the same route.

Service is authorized to and from the intermediate points of Brownsburg, Crawfordsville, Hillsboro, New Ross, Speedway, Veedersburg, Waynetown, and Jamestown, Ind.

Conditions: Auxiliary to, or supplemental of, air express, railway, and railway express service; F: Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, air express, railway, and railway express service.

Sub 5—January 19, 1943.

General commodities, over a regular route, between Logansport, Ind., and Goodland, Ind.; from Logansport over U.S. Highway 24 to Goodland, and return over the same route.

Service is authorized to and from the intermediate points of Burnettsville, Reynolds, Indaville, Monticello, Wolcott and Remington, Ind.

Conditions: A, E.

Sub 6—July 28, 1964. (Supersedes and cancels corrected Certificate issued October 21, 1943, as modified by report effective April 15, 1964 in Sub 80.) (Also embraces Sub 80 which is not here involved.)

Regular routes: General commodities, moving in express service, between Fort Wayne, Ind., and Muncie, Ind., serving the intermediate and off-route points of Ossian, Bluffton, Liberty Center, Poneto, Pennville, Keystone, Montpelier, Hartford City, Eaton, Yoder, and Baer Field, Ind.; from Fort Wayne over Indiana Highway 1 via Bluffton, and Reiffsburg, Ind., to junction Indiana Highway 26, thence over Indiana Highway 26 to Hartford City, Ind., thence over Indiana Highway 3 to Muncie; from Fort Wayne over above-described route to Bluffton, thence over unnumbered highway to Liberty Center, Ind., thence over Indiana Highway 303 to junction Indiana Highway 118, thence over Indiana Highway 118 via Poneto, Ind., to Reiffsburg, Ind., and thence to Muncie as specified above; from Fort Wayne over above-described routes to junction Indiana Highway 303 and Indiana Highway 118, thence over Indiana Highway 303 to Montpelier, Ind., thence over Indiana Highway 18 to junction Indiana Highway 3, and thence over Indiana Highway 3, via Hartford City, Ind., to Muncie; from Fort Wayne over above-described route to Bluffton, thence over unnumbered highway to Poneto, and thence to Muncie as described above; from Fort Wayne over above-described routes to Montpelier, thence over Indiana Highway 18 to junction Indiana Highway 1, thence over Indiana Highway 1 to junction Indiana Highway 26, and thence to Muncie as described above; and return over the same routes or combinations thereof to Fort Wayne.

Between junction Indiana Highway 213 and Indiana Highway 38 and junction Indiana Highway 26 and U.S. Highway 31, for operating convenience only, serving no intermediate points other than those now served over presently authorized routes; from junction Indiana Highway 213 and Indiana Highway 38 over Indiana Highway 213 to junction Indiana Highway 26, thence over Indiana Highway 26 to junction U.S. Highway 31, and return over the same route.

Conditions: Auxiliary to, or supplemental of, railway or air express; F (by rail or airplane); H.

Sub 8—January 19, 1942. (Supersedes and cancels Certificates issued under Subs 8 and 9, November 4, 1941.) (Also embraces Sub 9.)

General commodities, over regular routes, between South Bend, Ind., and Demotte, Ind., as follows: From South Bend over U.S. Highway 20 to Rolling Prairie, Ind., thence over U.S. Highway 20 to junction Indiana Highway 2, thence over Indiana Highway 2 to junction Indiana Highway 123, thence over Indiana Highway 123 to junction Indiana Highway 23, thence over Indiana Highway 23 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction U.S. Highway 35, thence over U.S. Highway 35 to junction Indiana Highway 10, thence over Indiana Highway 10 to junction Indiana Highway 53, and thence over Indiana Highway 53 to Demotte; from South Bend over Indiana Highway 23 to junction Indiana Highway 123, thence to Demotte as specified above; and return over these routes to South Bend.

Service is authorized to and from all intermediate points on the above-specified routes.

Between Logansport, Ind., and Crown Point, Ind.; from Logansport over U.S. Highway 35 to Beardstown, Ind., thence over unnumbered highway via Denham, Ind., to North Judson, Ind., thence over Indiana Highway 10 to junction unnumbered highway, thence over unnumbered highway to English Lake, Ind. (also from North Judson over unnumbered highways to English Lake), thence over unnumbered highway via Runnymede, Ind., to junction Indiana Highway 8, and thence over Indiana Highway 8 to Crown Point, and return over the same route.

Service is authorized to and from all intermediate points.

Conditions: B, F (by rail or airplane), H.

Sub 10—October 21, 1943.

General commodities, moving in express service, over regular routes, between Logansport, Ind., and Richmond, Ind.: From Logansport over Indiana Highway 17 to Kokomo, Ind. (also from Logansport over U.S. Highway 35 to Kokomo), thence over U.S. Highway 35 to junction unnumbered highway, thence over unnumbered highway via Center, Ind., to junction Indiana Highway 26, thence over Indiana Highway 26 via Hemlock, Ind., to junction unnumbered highway, thence over unnumbered highways via Nevada, Windfall and Curtisville, Ind., to junction Indiana Highway 28, thence over Indiana Highway 28 to Elwood, thence over Indiana Highway 28 to junction unnumbered highway, thence over unnumbered highway to Frankton, Ind. (also from Elwood over Indiana Highway 37 to junction unnumbered highway, thence over unnumbered highway to Frankton), thence over unnumbered highways via Florida, Ind., to Anderson, Ind. (also from Florida, Ind., over unnumbered highway to junction Indiana Highway 9, thence over Indiana Highway 9 to Anderson), thence over unnumbered highways to junction Indiana Highway 236, thence over Indiana Highway 236 to Middletown, Ind., thence over unnumbered highways via Honey Creek to junction U.S. Highway 36, thence over U.S. Highway 36 via Sulphur Springs, Ind., to Mt. Summit, Ind., thence over Indiana Highway 3 to New Castle, Ind. (also from Sulphur Springs, Ind., over irregular routes to New Castle), thence over Indiana Highway 38 to Richmond; from Logansport to Curtisville, Ind., as specified above, thence over unnumbered highway to junction Indiana Highway 13, thence over Indiana Highway 13 to Elwood, and thence to Richmond as specified above; from Logansport to Kokomo as specified above, thence over U.S. Highway 31 to junction Indiana Highway 28, thence over Indiana Highway 28 to Elwood, Ind., and thence to Richmond as specified above; from Logansport over U.S. Highway 24 to Peru, Ind., thence over Indiana Highway 21 to junction Indiana Highway 13, thence over Indiana Highway 13 to Elwood, and thence to Richmond as specified above; from Logansport to Middletown as specified above, thence south over unnumbered highway to junction Indiana Highway 38, thence over Indiana Highway 38 to Newcastle, Ind., and thence to Richmond as specified above; and return over these routes to Logansport.

Service is authorized to and from all intermediate points on the above-specified routes, except those on U.S. Highway 31 and Indiana Highway 28 between Kokomo and Elwood, Ind., and except those on unnumbered highway between Middletown, Ind., and junction Indiana Highway 38, and those on Indiana Highway 38 between junction of Indiana Highway 38 and said unnumbered highway, and Newcastle, Ind.

Conditions: B, F (by rail or airplane), H.

Sub 17—January 19, 1942.

General commodities, over a regular route, between Indianapolis, Ind., and Vincennes, Ind.; from Indianapolis over Indiana High-

way 67 to Vincennes, and return over the same route.

Service is authorized to and from all intermediate points, and the off-route points of Martinsville and Gosport, Ind.

Conditions: B, F, H.

Sub 57—September 30, 1956.

Regular routes: General commodities, moving in express service between junction U.S. Highway 35 and Indiana Highway 18, and Flora, Ind., serving all intermediate points; from junction U.S. Highway 35 and Indiana Highway 18 over Indiana Highway 18 via Wheeling, Ind., to Flora, and return over the same route.

Between Wheeling, Ind., and Logansport, Ind., serving all intermediate points; from Wheeling over Indiana Highway 29 to Logansport, and return over the same route.

Conditions: B, F, H, K.

Sub 59—May 27, 1957.

Regular routes: General commodities, moving in express service, between Covington, Ind., and junction unnumbered highway located 2 or 3 miles north of Rileyburg, Ind., and U.S. Highway 136, serving the intermediate or off-route point of the site of the plant of the Augusta Paper Company (Olin Film Division) near Covington, Ind.; from Covington over U.S. Highway 136 to junction unnumbered highway north of Rileyburg, and return over the same route.

Conditions: B, F; The authority granted herein shall not be tacked or joined directly or indirectly with any authority otherwise held by carrier or Railway Express Agency, Incorporated, for the purpose of providing service to any point, except to and from the site of the plant of the Augusta Paper Company (Olin Film Division) near Covington, Ind.: H, K.

Sub 60—April 8, 1957.

Regular routes: General commodities, except household goods as defined by the Commission, between junction Indiana Highways 135 and 45 and Bloomington, Ind., serving all intermediate points; from junction Indiana Highways 135 and 45 over Indiana Highway 135 to junction Indiana Highway 46, thence over Indiana Highway 46 to Bloomington, Ind., and return over the same route.

Between Sanford, Ind., and junction Indiana Highways 45 and 54, serving no intermediate points; from Sanford over Indiana Highway 45 to junction Indiana Highway 54, and return over the same route.

Conditions: D, F, J, K.

Sub 61—June 21, 1957.

Regular routes: General commodities, moving in express service, between Kokomo, Ind., and Peru, Ind., serving all intermediate points, including the Bunker Hill Air Force Base; from Kokomo over U.S. Highway 31 to Peru, and return over the same route.

Between junction U.S. Highway 35 and Indiana Highway 18, and junction Indiana Highway 18 and U.S. Highway 31, serving no intermediate points; from junction U.S. Highway 35 and Indiana Highway 18 over Indiana Highway 18 to junction U.S. Highway 31, and return over the same route.

Conditions: B, F, J, K.

Sub 65—March 3, 1960.

Regular routes: General commodities, moving in express service, between Campbellsburg, Ind., and New Albany, Ind., serving the intermediate points of Salem, Pekin, and Borden, Ind.; from Campbellsburg over Indiana Highway 60 to junction Indiana Highway 111, and thence over Indiana Highway 111 to New Albany, and return over the same route.

Conditions: B, F, H, K.

Sub 67—July 19, 1960.

Regular routes: General commodities, moving in express service, between Indianapolis, Ind., and Monticello, Ind., serving the intermediate points of Carmel, Sheridan, Kirklint,

Frankfort, Rossville, Delphi, and Lebanon, Ind.; from Indianapolis over U.S. Highway 31 to junction Indiana Highway 234, thence over Indiana Highway 234 to Carmel, Ind., thence over Indiana Highway 431 to junction U.S. Highway 31, thence over U.S. Highway 31 to junction Indiana Highway 38, thence over Indiana Highway 38 to junction Indiana Highway 39, thence over Indiana Highway 39 to junction U.S. Highway 421 at Frankfort, Ind., and thence over U.S. Highway 421 to Monticello, and return over U.S. Highway 421 to Frankfort, thence over Indiana Highway 39 to Lebanon, Ind., and thence over U.S. Highway 52 to Indianapolis.

Conditions: B, F, H, K.

Sub 70—June 23, 1961.

General commodities, moving in express service, between Richmond and Hagerstown, Ind.; from Richmond over U.S. Highway 40 to Cambridge City, thence over Indiana Highway 1 to Hagerstown, and return over the same route, serving the intermediate point of Cambridge City.

Conditions: B, F, H, K.

Sub 77—December 19, 1963.

Regular routes: General commodities, moving in express service, between French Lick, Ind., and Orleans, Ind., serving the intermediate point of Paoli, Ind.; from French Lick over Indiana Highway 56 to junction U.S. Highway 150, thence over U.S. Highway 150 to junction Indiana Highway 37, thence over Indiana Highway 37 to Orleans, and return over the same route.

Conditions: Auxiliary to or supplemental of express service of the Railway Express Agency, Inc.; Shipments transported by carrier shall be limited to those moving on through bills of lading or express receipts covering, in addition to a motor carrier movement by carrier, an immediately prior or an immediately subsequent movement in express service of the Railway Express Agency; Further conditions may be imposed, in the future, to restrict the authority granted to that which is auxiliary to, or supplemental of, express service of the Railway Express Agency; E, in express service of the Railway Express Agency; K.

RAILWAY EXPRESS AGENCY, INCORPORATED, OF VIRGINIA

MC 1650

JUNE 5, 1943.

General commodities, over regular routes, between Buena Vista, Va.; and Lexington, Va.; from Buena Vista over U.S. Highway 60 to Lexington, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

RAILWAY EXPRESS AGENCY, INCORPORATED, OF CALIFORNIA

MC 1651

Sub 1—November 7, 1942.

General commodities, over a regular route, between Santa Rosa, Calif., and Sebastopol, Calif.; from Santa Rosa over California Highway 12 to Sebastopol, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 3—June 12, 1943.

General commodities, over a regular route, between Carmel, Calif., and Monterey, Calif.; from Carmel over California Highway 1 to Monterey, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: C, F, I.

Sub 4—May 29, 1943.

General commodities, over a regular route, between Sacramento, Calif., and Rio Vista, Calif.; from Sacramento over California

Highway 24 to Courtland Bridge, Calif., thence over unnumbered highway (Vorden-Locke) to Walnut Grove, Calif., thence over California Highway 12 via Isleton, Calif., to Rio Vista; and return over the same route.

Service is authorized to and from the intermediate points of Freeport, Hood, Courtland, Vorden, Locke, Walnut Grove, Ryde, and Isleton, Calif.

Conditions: C, F, I.

Sub 5—September 15, 1941.

General commodities, moving in railway express service, over regular routes, between Santa Maria and Guadalupe, Calif.; from Santa Maria over California Highway 166 to Guadalupe, and return over the same route.

Service is not authorized to or from intermediate points.

Conditions: A, E, G.

Sub 7—January 20, 1942.

General commodities, over a regular route, between Santa Cruz, Calif., and Watsonville Junction, Calif.; from Santa Cruz over California Highway 1 to Watsonville, and return over the same route.

Service is authorized to and from the intermediate and off-route points of Soquel, Aptos, Freedom, Watsonville, and Capitola, Calif.

Conditions: B, F (by railroad or by aircraft); H.

Sub 8—June 25, 1942.

General commodities, over regular routes, between San Francisco, Calif., and San Rafael, Calif.; from San Francisco, over U.S. Highway 101 to San Rafael; from San Francisco over U.S. Highway 101 to Manzanita, Calif.; thence over California Highway 1 and unnumbered highways, via Corte Madera, Kentfield, Ross and San Anselmo, to San Rafael; and return over the same routes to San Francisco.

Service is authorized to and from the intermediate and off-route points of Belvedere, Corte Madera, Fairfax, Kentfield, Larkspur, Mill Valley, Ross, San Anselmo, Sausalito, and Tiburon, Calif.

Conditions: D, F, J.

Sub 12—May 21, 1943.

General commodities, moving in railway or air express service, over regular routes, between Sacramento, Calif., and Chico, Calif.; from Sacramento over U.S. Highway 99E to Chico, and return over the same route.

Service is authorized to and from the intermediate points north of Roseville, Calif., which are stations on the rail lines of the Southern Pacific Co.

Service is authorized to and from the off-route point of Biggs, Calif.

Conditions: B, F (by railroad or by aircraft); H.

Sub 15—March 1, 1943.

General commodities, moving in express service, over regular routes, between Salinas, Calif., and Pacific Grove, Calif.; from Salinas over California Highway 117A to Pacific Grove.

Service is authorized to and from the intermediate points of Del Monte, Calif., and Monterey, Calif.

Conditions: D, F, J.

Sub 21—October 22, 1945.

Regular routes: General commodities, except household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, moving in express service, between San Rafael, Calif., and Hamilton Field, Calif.; from San Rafael over U.S. Highway 101 to Hamilton Field, and return over the same route.

Service is not authorized to or from intermediate points.

Baby chicks and turkey poult, from Petaluma, Calif., to San Rafael, Calif.; from Petaluma over U.S. Highway 101 to San Rafael; and return with no transportation for compensation to Petaluma.

Service is not authorized to or from intermediate points.

Empty baby chick and turkey poult containers, from San Rafael, Calif., to Petaluma, Calif.; from San Rafael as specified above to Petaluma.

Conditions: D, F, J.

[F.R. Doc. 65-1625; Filed, Feb. 19, 1965; 8:45 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

FEBRUARY 17, 1965.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 39580—T.O.F.C. rates from and to points in Southwestern territory. Filed by Southwestern Freight Bureau, Agent (No. B-8691), for interested rail carriers. Rates on property moving on class and commodity rates, loaded in trailers and transported on railroad flat cars, between points in southwestern territory, on the one hand, and points in South Carolina, also Lake City, Fla., Bells and Humboldt, Tenn., on the other.

Grounds for relief—Motor-truck competition.

Tariff—Supplement 36 to Southwestern Freight Bureau, Agent, tariff I.C.C. 4577.

FSA No. 39581—T.O.F.C. rates from and to Jetero, Tex. Filed by Southwestern Freight Bureau, Agent (No. B-8687), for interested rail carriers. Rates on property moving on class and commodity rates, loaded in trailers and transported on railroad flat cars, between Jetero, Tex., on the one hand, and points in official (including Illinois), southern, southwestern, and western trunk-line territories, also points in Colorado, Utah, and Wyoming, on the other.

Grounds for relief—Short-line distance formula and grouping.

Tariffs—Supplement 205 to Southwestern Freight Bureau, Agent, tariff I.C.C. 4345, and 6 other schedules named in the application.

FSA No. 39582—T.O.F.C. rates from and to points in Southwestern territory. Filed by Southwestern Freight Bureau, Agent (No. B-8693), for interested rail carriers. Rates on property moving on class and commodity rates, loaded in trailers and transported on railroad flat cars, between points in southwestern territory, on the one hand, and points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and West Virginia, on the other.

Grounds for relief—Short-line distance formula and grouping.

Tariff—Supplement 45 to Southwestern Freight Bureau, Agent, tariff I.C.C. 4547.

FSA No. 39583—Substituted service—C&NW for Henry G. Nelsen. Filed by George S. Mullins, (No. 1), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars, between Chicago, Ill., on the one hand, and Council Bluffs and Sioux City, Iowa, on the other, on traffic originating at or destined to such points

or points beyond as described in the application. Grounds for relief—Motor-truck competition.

FSA No. 39584—*Iron or steel piping or tubing to Louisville, Ky.* Filed by traffic Executive Association—Eastern Railroads, Agent, (E.R. No. 2764), for interested rail carriers. Rates on pipe and tubing, iron or steel, in carloads, from McKees Rocks, Pa., to Louisville, Ky.

Grounds for relief—Market competition.

Tariff—Supplement 469 to Traffic Executive Association—Eastern Railroads, Agent, tariff I.C.C. 3388 (Hinsch series).

FSA No. 39585—*T.O.F.C. rates from and to points in WTL territory.* Filed by Western Trunk Line Committee, Agent (No. A-2391), for interested rail carriers. Rates on property moving on class and commodity rates, loaded in trailers and transported on railroad flat cars, between points in western trunk-line territory, on the one hand, and points in Alabama, Florida, Georgia, North Carolina, and South Carolina, on the other.

Grounds for relief—Motor-truck competition.

Tariff—Supplement 20 to Western Trunk Line Committee, Agent, tariff I.C.C. A-4522.

By the Commission.

[SEAL] BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-1804; Filed, Feb. 19, 1965;
8:47 a.m.]

[Disaster Order 10]

IDAHO

Camas Prairie Railroad Co.; Authorization To Transport Lumber and Forest Products at Reduced Rates

Upon consideration of an application filed by the Camas Prairie Railroad Co. requesting the entry of an order under section 22 of the Interstate Commerce Act authorizing railroads subject to the Commission's jurisdiction participating in the transportation of lumber and forest products, in carloads, from stations on the Grangeville line of the Camas Prairie Railroad Co., North Lapwai to Grangeville, Idaho, both inclusive, in which area damage to property and disruption of rail transportation facilities has resulted because of floods, to establish and maintain reduced rates from such stations with the object of providing relief to shippers of carload freight:

It is ordered, That carriers by railroad participating in the transportation of lumber and forest products, in carloads, from the disaster area in Idaho which is all of the area on the Camas Prairie Railroad Co., North Lapwai to Grangeville, Idaho, both inclusive, be, and they are hereby, authorized under section 22 of the Interstate Commerce Act to establish and maintain until March 1, 1965 reduced rates in the manner proposed in said application, the reduced rates to be published and filed in the manner prescribed in section 6 of the Interstate Commerce Act except they may be made effective upon one day's notice after publication and filing instead of thirty.

It is further ordered, That the class of persons entitled to such reduced rates is hereby defined as persons shipping lumber and forest products, in carloads, from stations on the Camas Prairie Railroad Co., North Lapwai to Grangeville, Idaho, both inclusive, who because of the disruption of rail service caused by the floods are required to and do assume the cost of transporting shipments of lumber and forest products by highway to stations on the Camas Prairie Railroad Co., Arrow to Stites, Idaho, both inclusive, and who ship such traffic by rail at the latter points.

It is further ordered, That during the period in which any reduced rates authorized by this order are effective the carriers may, notwithstanding the provisions of section 4 of the Interstate Commerce Act, maintain higher rates to directly intermediate points and maintain through rates in excess of the aggregate of intermediate rates over the same routes if one or more of the factors of such aggregate of intermediate rates is a reduced rate established under the authority of this order.

It is further ordered, That any tariffs or tariff provisions published under the authority of this order shall explicitly so state, making reference to this order by number and date.

And it is further ordered, That notice to the affected railroads and the general public shall be given by depositing a copy of this order in the Office of the Secretary of the Commission and by filing a copy with the Director, Office of the Federal Register; and that copies be mailed to the Chairman of the Traffic Executive Association—Eastern Railroads, New York, N.Y., the Chairman of the Southern Freight Association, Atlanta, Ga., the Chairman of the Executive Committee, Western Railroad Traffic Association, Chicago, Ill., the Traffic Vice-President of the Association of American Railroads, Washington, D.C., and to the President of the American Short Line Railroad Association, Washington, D.C.

Dated at Washington, D.C., this 16th day of February, A.D., 1965.

By the Commission, Vice Chairman Bush.

[SEAL] — BERTHA F. ARMES,
Acting Secretary.

[F.R. Doc. 65-1803; Filed, Feb. 19, 1965;
8:46 a.m.]

DEPARTMENT OF THE TREASURY

Office of the Secretary

[Treasury Department Order 193-2, Rev.]

ASSISTANT DIRECTOR, OFFICE OF DOMESTIC GOLD AND SILVER OPERATIONS

Delegation of Authority

By virtue of the authority vested in me by Treasury Department Order 193-1, dated October 20, 1961, it is hereby ordered as follows:

The Assistant Director of the Office of Domestic Gold and Silver Operations

shall act as Director, Office of Domestic Gold and Silver Operations during the absence or disability of the Director, or when there is a vacancy in such office.

[SEAL] LELAND HOWARD,
Director, Office of Domestic
Gold and Silver Operations.

FEBRUARY 15, 1965.

[F.R. Doc. 65-1813; Filed, Feb. 19, 1965;
8:48 a.m.]

[Dept. Circ. 570, 1964 Rev. Supp. No. 16]

INDIANA BONDING AND SURETY CO.

Surety Company Acceptable on Federal Bonds

FEBRUARY 17, 1965.

A Certificate of Authority as an acceptable surety on Federal bonds has been issued by the Secretary of the Treasury to the following company under the Act of Congress approved July 30, 1947, 6 U.S.C. 6-13.

An underwriting limitation of \$47,000.00 has been established for the company. Further details as to the extent and localities with respect to which the company is acceptable as surety on Federal bonds will appear in the next revision of Department Circular 570, to be issued as of June 1, 1965. Copies of the Circular, when issued, may be obtained from the Treasury Department, Bureau of Accounts, Surety Bonds Branch, Washington, D.C., 20226.

State in Which Incorporated, Name of Company and Location of Principal Executive Office

Indiana

Indiana Bonding and Surety Co.

Indianapolis, Ind.

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

[F.R. Doc. 65-1812; Filed, Feb. 19, 1965;
8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[Docket No. Sub-B-25]

CALCASIEU, INC.

Notice of Hearing

Calcasieu, Inc., Port Monmouth, N.J., has applied for a fishing vessel construction differential subsidy to aid in the construction of a 220-foot overall steel vessel to engage in the fishery for menhaden and other herring-like fishes.

Notice is hereby given pursuant to the provisions of the U.S. Fishing Fleet Improvement Act (P.L. 88-498) and Notice and Hearing on Subsidies (50 CFR Part 257) that a hearing in the above-entitled proceedings will be held on March 23, 1965, at 10 a.m., e.s.t., in Room 3356, Interior Building, 18th and C Streets NW., Washington, D.C. Any person desiring to intervene must file a petition of intervention with the Director, Bureau of Commercial Fisheries, as prescribed in 50 CFR Part 257 at least 10 days prior to the date set for the hearing. If such petition of intervention is granted, the place of

the hearing may be changed to a field location. Telegraphic notice will be given to the parties in the event of such a change along with the new location.

H. E. CROWTHER,
Acting Director,
Bureau of Commercial Fisheries.

FEBRUARY 18, 1965.

[F.R. Doc. 65-1842; Filed, Feb. 19, 1965;
8:50 a.m.]

[Docket No. Sub-B-24]

ELMO, INC.

Notice of Hearing

Elmo, Inc., Port Monmouth, N.J., has applied for a fishing vessel construction differential subsidy to aid in the construction of a 220-foot overall steel vessel to engage in the fishery for menhaden and other herring-like fishes.

Notice is hereby given pursuant to the provisions of the U.S. Fishing Fleet Improvement Act (P.L. 88-498) and Notice and Hearing on Subsidies (50 CFR Part 257) that a hearing in the above-entitled proceedings will be held on March 23, at 10 a.m., e.s.t. in Room 3356, Interior Building, 18th and C Streets NW., Washington, D.C. Any person desiring to intervene must file a petition of intervention with the Director, Bureau of Commercial Fisheries, as prescribed in 50 CFR Part 257 at least 10 days prior to the date set for the hearing. If such petition of intervention is granted, the place of the hearing may be changed to a field location. Telegraphic notice will be given to the parties in the event of such a change along with the new location.

H. E. CROWTHER,
Acting Director,
Bureau of Commercial Fisheries.

FEBRUARY 18, 1965.

[F.R. Doc. 65-1843; Filed, Feb. 19, 1965;
8:50 a.m.]

[Docket No. Sub-B-26]

ROCKAWAY, INC.

Notice of Hearing

Rockaway, Inc., Port Monmouth, N.J., has applied for a fishing vessel construction differential subsidy to aid in the construction of a 220-foot overall steel vessel to engage in the fishery for menhaden and other herring-like fishes.

Notice is hereby given pursuant to the provisions of the U.S. Fishing Fleet Improvement Act (P.L. 88-498) and Notice and Hearing on Subsidies (50 CFR Part 257) that a hearing in the above-entitled proceedings will be held on March 23, 1965, at 10 a.m., e.s.t., in Room 3356, Interior Building, 18th and C Streets NW., Washington, D.C. Any person desiring to intervene must file a petition of intervention with the Director, Bureau of Commercial Fisheries, as prescribed in 50 CFR Part 257 at least 10 days prior to the date set for the hearing. If such petition of intervention is granted, the place of the hearing may be changed to a field location. Telegraphic notice will be given to the parties in the event of

such a change along with the new location.

H. E. CROWTHER,
Acting Director,
Bureau of Commercial Fisheries.

FEBRUARY 18, 1965.

[F.R. Doc. 65-1844; Filed, Feb. 19, 1965;
8:50 a.m.]

Bureau of Land Management

[Arizona 033067]

ARIZONA

Notice of Proposed Withdrawal and Reservation of Lands

The Forest Service, Department of Agriculture, has filed an application, Serial Number Arizona 033067 for the withdrawal of the lands described below, from mineral entry under the General Mining Laws, subject to valid existing claims.

The Forest Service desires the lands to protect the government's investment in structures and improvements on 16 of these administrative sites in the Tonto National Forest, Ariz., and plans to develop three additional sites.

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, 3022 Federal Building, Phoenix, Ariz., 85025. 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 this application are:

GILA AND SALT RIVER MERIDIAN, ARIZONA

TONTO NATIONAL FOREST

Copper Creek Administrative Site

T. 10 N., R. 4 E.,
Sec. 30, SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$;
20.00 acres.

Cave Creek Administrative Site

T. 6 N., R. 5 E., partially surveyed,
Sec. 22, S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$,
W $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$,
SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$
NW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$
NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$
NW $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$, excluding
a portion of Exchange Survey 659;
158.00 acres.

Humboldt Peak Lookout Administrative Site

T. 7 N., R. 5 E., unsurveyed,
Sec. 1, SE $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$,
NW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$; 40.00
acres.

Ashdale Administrative Site

T. 7 N., R. 5 E., unsurveyed,
Sec. 7, A rectangular area with dimensions
14 chains due east-west and 10 chains
due north-south; the southeast corner
of said area bears S 81° W a distance of
2,268 feet from corner No. 2 of HES 318;
area located approximately in the SE $\frac{1}{4}$
of section 7; 14.00 acres.

Tangle Creek Administrative Site

T. 9 N., R. 5 E.,
Sec. 1, W $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 2, E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$; 10.00 acres.

Pine Administrative Site

T. 12 N., R. 8 E., partially surveyed,
Sec. 36, W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$; 20.00 acres.

Tonto Basin Administrative Site

T. 6 N., R. 10 E., partially surveyed,
Sec. 10, E $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 15, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
70 acres.

Diamond Point Lookout Administrative Site

T. 11 N., R. 11 E., unsurveyed,
Sec. 23, E $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$; 20.00 acres.

Indian Gardens Administrative Site

T. 11 N., R. 12 E.,
Sec. 20, NE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 21, NW $\frac{1}{4}$ SW $\frac{1}{4}$; 80.00 acres.

Reynolds Creek Administrative Site

T. 6 N., R. 13 E., unsurveyed,
Sec. 12, S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$
SW $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$
SW $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$
SW $\frac{1}{4}$ SE $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$; 50.00
acres.

McFadden Peak Lookout Administrative Site

T. 7 N., R. 13 E., unsurveyed,
Sec. 36, SE $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$;
20.00 acres.

T. 7 N., R. 14 E., unsurveyed,
Sec. 31, SW $\frac{1}{4}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NW $\frac{1}{4}$;
20.00 acres.

Astec Peak Lookout Administrative Site

T. 5 N., R. 14 E.,
Sec. 3, NW $\frac{1}{4}$ of Lot 3;
T. 6 N., R. 14 E.,
Sec. 34, SE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$; 20.09 acres.

Pleasant Valley Administrative Site Addition

T. 9 N., R. 14 E.,
Sec. 29, S $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NE $\frac{1}{4}$
NW $\frac{1}{4}$ NW $\frac{1}{4}$; 12.50 acres.

Colcord Mountain Lookout Administrative Site

T. 10 N., R. 14 E.,
Sec. 1, W $\frac{1}{2}$ NE $\frac{1}{4}$ and E $\frac{1}{2}$ NW $\frac{1}{4}$ of Lot 2;
T. 10 $\frac{1}{2}$ N., R. 14 E., unsurveyed,
Sec. 36, E $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$
SW $\frac{1}{4}$ SE $\frac{1}{4}$; 21.39 acres.

Red Lake Administrative Site

T. 10 N., R. 15 E.,
Sec. 23, NW $\frac{1}{4}$ SE $\frac{1}{4}$; 40.00 acres.

Top Of The World Administrative Site

T. 1 S., R. 14 E.,
Sec. 8, W $\frac{1}{2}$ SW $\frac{1}{4}$, excluding Patented M.S.
No. 2337; 57.00 acres.

Ferndell Administrative Site

T. 2 S., R. 15 E., partially surveyed,
Sec. 4, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 5, NE $\frac{1}{4}$ SE $\frac{1}{4}$; 80.00 acres.

Signal Peak Lookout Administrative Site

T. 2 S., R. 15 E., partially surveyed,
Sec. 5, S $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$
NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$; N $\frac{1}{2}$ SE $\frac{1}{4}$
NE $\frac{1}{4}$ NW $\frac{1}{4}$; 20.00 acres.

Roosevelt Ranger Station Administrative Site

T. 4 N., R. 12 E.,
Sec. 21, SE $\frac{1}{4}$ SE $\frac{1}{4}$ (fractional), NE $\frac{1}{4}$ SE $\frac{1}{4}$
(fractional), above the high water line
of the Roosevelt Reservoir;
Sec. 22, NW $\frac{1}{4}$ SW $\frac{1}{4}$ (fractional), SW $\frac{1}{4}$
SW $\frac{1}{4}$ (fractional), SE $\frac{1}{4}$ SW $\frac{1}{4}$ (fractional),
above the high water line of the
Roosevelt Reservoir;
Sec. 27, N $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 28, NE $\frac{1}{4}$ NE $\frac{1}{4}$; 179.00 acres.

The areas described above aggregate approximately 951.98 acres and are located within the Tonto National Forest.

Dated: February 11, 1965.

FRED J. WEILER,
State Director.

[F.R. Doc. 65-1808; Filed, Feb. 19, 1965;
8:47 a.m.]

DEPARTMENT OF COMMERCE

National Bureau of Standards

RADIO STATION WWV, GREENBELT, MD.

Notice of Change in Services

Notice is hereby given that a change will be made in the services provided by Radio Station WWV, Greenbelt, Md., effective at 0000 UT March 1, 1965.

PRESENT SCHEDULE	NEW SCHEDULE
Double side band transmissions	Double side band transmissions
Voice—all frequencies—	
Time ticks—all frequen-	
cies.	
Code announcements—all	All Services—all
frequencies.	frequencies.
Time code—all frequen-	
cies.	
440 & 600 Hz tone—25	
MHz.	
Upper single side band	
transmissions	
440 & 600 Hz tone—2.5,	
5, 10, 15 and 20 MHz.	

A. V. ASTIN,
Director.

[F.R. Doc. 65-1789; Filed, Feb. 19, 1965;
8:45 a.m.]

NATIONAL BUREAU OF STANDARDS RADIO STATIONS

Notice of U.S. Standard Frequency and Time Broadcasts

This is to amend the previous announcement which appears in the FEDERAL REGISTER of January 30, 1965, relating to the time pulses emitted from radio stations WWV, Greenbelt, Md., and WWVH, Maui, Hawaii.

Due to a previously unforeseen change in the speed of rotation of the earth, the Bureau International de l'Heure (BIH) has announced that there will be a retardation of 0.1 sec. in the time of occurrence of pulses emitted on the UT2 scale by all coordinated stations. Accordingly, the pulses from WWV and WWVH will be retarded by 0.1 sec. on March 1, 1965, at 0000 UT (7 p.m., e.s.t., of February 28, 1965).

A. V. ASTIN,
Director.

[F.R. Doc. 65-1790; Filed, Feb. 19, 1965;
8:45 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-233]

GENERAL ATOMIC DIVISION OF GENERAL DYNAMICS CORP.

Notice of Issuance of Facility Export License

Please take notice that no request for a formal hearing having been filed following the publication of notice of proposed action in the FEDERAL REGISTER on January 19, 1965 (30 F.R. 631), the Atomic Energy Commission has issued License No. XR-57 to General Atomic Division of General Dynamics Corp., authorizing export of a 1 megawatt TRIGA Mark III research reactor to Comision Nacional de Energia Nuclear, Av. Insurgentes Sur 1079, Mexico 18, D.F. The export of this reactor to Mexico is within the purview of the present Agreement for Cooperation between the Government of the United States of America and the International Atomic Energy Agency.

Dated at Bethesda, Md. this 11th day of February 1965.

For the Atomic Energy Commission.

EBER R. PRICE,
Director, Division of State and
Licensee Relations.

[F.R. Doc. 65-1787; Filed, Feb. 19, 1965;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 15684; Order E-21800]

CHICAGO HELICOPTER AIRWAYS, INC.

Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of February 1965.

Petition of Chicago Helicopter Airways, Inc., Docket 15684; for issuance of an Order To Show Cause amending its certificate of public convenience and necessity and area exemption order.

Under its certificate of public convenience and necessity for Route 96, Chicago Helicopter Airways, Inc. (CHA) is authorized to engage in air transportation with respect to persons, property and mail as follows:

1. Between the terminal point Midway Airport and the terminal point O'Hare Field;
2. Between the coterminal points Midway Airport and O'Hare Field and a terminal point located in or near the business district of Chicago, commonly known as the Loop, or located on or near the Lake Shore adjacent to the Loop.

An area exemption authority permits the carrier to engage in air transportation of persons, property or mail with

rotary-wing aircraft, between any points within a 60-mile radius of O'Hare Field, except that the northern periphery of the 60-mile radius shall not extend beyond Racine, Wis.

Under our Orders E-20258 and E-20259¹ the above authorities will continue in effect, with subsidy eligibility, until December 11, 1966.

On November 12, 1964, CHA filed a petition with the Board for an Order To Show Cause why the temporary certificate and exemption authority now held by the carrier should not be made permanent or of indefinite duration. CHA requested that the certificate incorporate provisions which would terminate CHA's eligibility for subsidy at the end of fiscal 1970 and, in the interim, impose a ceiling on such subsidy for fiscal years 1965 to 1970, inclusive. The carrier proposed that the maximum subsidy eligibility for CHA should be as follows:

Fiscal year:	Maximum subsidy eligibility
1965	\$800,000
1966	775,000
1967	750,000
1968	700,000
1969	400,000
1970	200,000
1971 (and thereafter)	None

In support of its petition, the carrier submitted an amendment, filed January 15, 1965, containing economic data which were intended to show how the carrier could achieve economic self-sufficiency under the proposed subsidy ceilings and to provide reasons why the public convenience and necessity require that its operating authorities should be made permanent or of indefinite duration as part of the program for elimination of its dependence on subsidy. The carrier believes that there are two basic reasons why it can achieve economic self-sufficiency by 1970: Increased congestion at Chicago's O'Hare Field with consequent increased traffic at the newly reactivated Midway Airport,² and, increased revenues and reduced expenses by reason of conversion to a turbine-powered fleet.

According to CHA, 11,950,000 scheduled, fixed-wing, aircraft passengers enplaned and deplaned at Chicago in 1961. In the same year CHA carried 272,691 passengers. Of these, 219,980 represented traffic between Midway and O'Hare. Scheduled fixed-wing air carrier service was phased out of Midway during the period 1962-1964. Despite this, the fixed-wing, scheduled passengers at Chicago increased to an approximate 17,143,000 passengers in 1964. At the same time, CHA's traffic had declined to 34,138, a loss of 138,533 passengers. Even under these circumstances, the

¹ Chicago Helicopter Airways, Inc., Renewal Case, Docket 14008, et al. E-20258 and E-20259, December 12, 1963.

² United Air Lines, Inc., resumed scheduled passenger air service at Midway, July 5, 1964.

bulk of CHA's traffic was between Midway and O'Hare—an approximate 20,920 passengers. CHA believes that if fixed-wing traffic at Midway grows its traffic will show a corresponding increase. The carrier estimates that, between 1965 and 1970, the Chicago, fixed-wing, scheduled passengers should increase at the rate of 2,000,000 per year to a total of 29,400,000 passengers; that scheduled flights at Midway should increase from the present four round trips in 1965 to a maximum of 30 flights in 1970. On the strength of the normal growth in traffic, growth due to the reactivation of Midway and its own improved equipment, CHA forecasts that, under its present service pattern between Midway, downtown Meigs Field and O'Hare, its traffic should increase from 48,020 in 1965 to 378,270 in 1970.² If CHA's service to suburban Gary, Ind., and Winnetka, Ill., is included, the carrier estimates it will carry an additional 17,730 passengers or a total of an approximate 396,000 passengers in 1970.³

CHA represents that the 396,000 passengers estimated for 1970 amount to only 28 percent more than were carried in calendar 1960; that the traffic carried in 1960 represented almost twice the number carried by limousines, its principal commercial competitor, and, that the further activation of Midway will insure a resurgence of transfer traffic which will exceed Chicago O&D traffic.

Pointing to the experience of NYA and LAA, the carrier believes that its revenues and yields will increase because of higher fares and a proposed conversion of its S-58 aircraft to turbine-power plus the acquisition of two additional such aircraft. In addition, the carrier foresees substantial savings in operating expenses due to economies possible with the converted aircraft.

On the basis of the foregoing revenue and expense considerations, CHA believes it can show a net profit after taxes for each of the years 1965-1970 inclusive. This net profit would not permit CHA to achieve 7 percent return on investment in all years. However, CHA believes an improvement of revenues and expenses might meet this deficiency and, in any event, is willing to operate at less than a full return on investment during the phase-out period which it believes represents an unusual and non-recurring period in CHA's development.

With respect to fitness and ability, and the financing of its turbine-program, the carrier states that an additional investment of \$1,276,500 will be required to convert CHA's existing four S-58's and to acquire two additional such turbine-powered aircraft. The carrier claims that this investment can be financed out of funds already on hand.

As we stated to Congress in the June 1964 Hearings before the Subcommittee of the Committee on Appropriations, the Board is of the view that the three sub-

sidized helicopter services would require \$17.8 million in subsidy during the 6-year phase-out period from 1965 through 1970 and the action taken herein is intended to be consistent with this overall program.⁴ With respect to New York Airways, Inc. and Los Angeles Airways, Inc. we believe their certificates should be indefinitely renewed and that these subsidized carriers should receive subsidy payments on a decreasing basis for a period of 5 years with no subsidy beyond fiscal 1970. However, our review of the facts and circumstances related to CHA's operations will not permit us, at this time, to conclude that any renewal of the carrier's certificate, with subsidy eligibility, is warranted beyond its present expiration date. However, we do tentatively find and conclude that CHA's existing certificate should be amended to limit the carrier's subsidy eligibility so that subsidy payments shall not exceed \$800,000 in fiscal year 1965, \$775,000 in fiscal year 1966, and \$750,000 in fiscal year 1967,⁵ all in accordance with the carrier's own request. Our conclusion is based on the following:

It is entirely possible that if the carrier could receive subsidy assistance and if all other contingencies upon which the carrier relies were to come to pass, CHA could achieve the operating results set forth in its forecasts. However, many of the carrier's assumptions—particularly as they apply to the growth in Midway traffic—are too conjectural to insure a reliable forecast of what may transpire between 1966 and 1970.

As recently as 1963 we extended CHA's authorities for a period of 3 years. Despite the absence of any specific or substantial defense needs or postal requirements, we determined to afford CHA additional time to evaluate possible traffic potential, assuming the following developments: the reactivation of Midway Airport, the growing congestion of the Chicago expressway system, the availability of a closer-in downtown heliport and the acquisition of new turbine equipment. Then, as now, the key factor, was the reactivation of Midway Airport.

Midway reopened in July 1964 when United began a service pattern of two daily round trips between Midway and LaGuardia, N.Y., and two daily round trips between Midway, Washington, D.C., and points south of Washington. In the third quarter of 1964, United completed 330 departures and originated 7,605 passengers out of Midway. In the same period CHA originated 4,998 passengers at Midway as compared with 3,547 passengers for the third quarter of 1963. However, unlike the marked demonstrated growth in traffic shown by the other two certificated operators, the possibility of future growth in traffic because of serv-

²For a more complete exposition of the views of the Board and Congress respecting the future of helicopter operations, see our contemporaneous Orders E-21798 and E-21799.

³Since CHA's authorities terminate on Dec. 11, 1966, the amount of subsidy for fiscal year 1967 would be prorated allowing the carrier \$336,986 up to and including Dec. 11, 1966.

ice by United or other carriers at Midway is still uncertain. Further, the probability of increased surface congestion in the face of improved expressways remains in doubt, the impact of turbine-powered equipment at increased fares upon the travel habits of Chicago traffic is a question mark, another downtown heliport has not been established and its effect on CHA is still very much in the future.

In sum, we tentatively find that many of the assumptions upon which CHA relied to obtain renewal have not, in fact, materialized or produced any meaningful results and, as of now, would not justify a tentative finding and conclusion, in this order, that CHA's authorities should be renewed with subsidy eligibility beyond their present termination date without a more extensive exploration of the matter in full evidentiary hearing.

Accordingly, upon consideration of CHA's petition and related data⁶ we tentatively find and conclude that CHA's certificate of public convenience and necessity for its Route 96 and its temporary area exemption authority should be amended to impose a limitation that subsidy payments shall not exceed \$800,000 in fiscal year 1965, \$775,000 in fiscal year 1966 and a prorated amount of \$750,000 for that portion of fiscal year 1967 during which CHA has authority from the Board. Moreover, in amending CHA's certificate to provide for specific annual subsidy ceilings for the remaining term of the carrier's certificate, we tentatively take the position that the public interest is best served by a course of action designed to protect the government's substantial investment and which at the same time would give some assurance of a continuity of meaningful service to the public.

Accordingly, it is ordered, That:

1. All interested persons are hereby directed to show cause why the Board should not issue an order making final the tentative findings and conclusions reached herein and (a) issue to Chicago Helicopter Airways, Inc., an amended certificate of public convenience and necessity for its Route 96 in the manner and form contained in Appendix B attached⁷ and (b) amend the exemption authority now held by Chicago Helicopter Airways, Inc., so as to provide that operations performed pursuant thereto shall be included as a part of the total operations to be governed by the subsidy limitations as herein set forth;

2. Any interested persons having objections to the tentative findings and conclusions reached herein shall, within 15 days from the service date of this order, file such written objections with the Board;

3. Since specific provision is made herein for the filing of objections to the tentative findings and conclusions, filing of petitions for reconsideration will be cumulative and will not be entertained; and

⁴See Appendix A, filed as part of original document, for operating and traffic data covering the remaining period of CHA's authorities.

⁵Filed as part of original document.

²Of the total of 378,270, traffic between Midway and O'Hare will account for 316,750 passengers.

³A corresponding growth is forecast in mail, express, and freight, most of it between Midway and O'Hare.

4. A copy of this order shall be served on Chicago Helicopter Airways, Inc.; Mayor of the City of Chicago, Ill.; Mayor of Gary, Ind.; the Village of Winnetka, Ill.; The Assistant Postmaster General for Transportation, Post Office Department; Secretary of Commerce; the Department of Defense; Governor of the State of Illinois and the Department of Aeronautics, State of Illinois.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-1818; Filed, Feb. 19, 1965;
8:48 a.m.]

[Docket No. 15683; Order E-21798]

LOS ANGELES AIRWAYS, INC.

Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of February 1965.

Petition of Los Angeles Airways, Inc., Docket 15683; for issuance of an Order to Show Cause.

Los Angeles Airways, Inc. (Los Angeles) holds a certificate of public convenience and necessity to engage in air transportation of persons, property, and mail with rotary-wing aircraft between certain specified points in and around the Los Angeles metropolitan area. The carrier also was granted an exemption from section 401 of the Act to the extent necessary to permit it to engage in such air transportation between any points within a 50-mile radius from the Post Office Terminal Annex Building in Los Angeles, Calif., and between such points and the additional point, San Bernardino, Calif.¹

On June 29, 1964, Los Angeles filed applications in Dockets 15370 and 15371 for renewal of its certificate and exemption, respectively.²

By petition filed November 12, 1964, as amended January 8 and 21, 1965, Los Angeles requests the prompt issuance by the Board of an order to show cause why the certificate of Los Angeles and the exemption described above should not be made permanent or of indefinite duration and why its certificate should not be amended so as to contain a condition which will render Los Angeles ineligible for subsidy mail payments as of the end of the fiscal year 1970 and the further condition that until 1970 the total subsidy to be awarded and paid by the Board to Los Angeles, shall not exceed for each year during the phase-out period the total subsidy set forth in the table shown

¹ The certificate and exemption were originally granted in 1947 (8 CAB 92) and were last renewed effective Sept. 26, 1958 (27 CAB 36) until Dec. 31, 1964.

² Los Angeles' application in Docket 15370 also seeks an amendment of its certificate so as to authorize service to several additional points. We shall not deal with this request in this order.

in the margin.³ Los Angeles states in support of its petition that it is aware that the Government of the United States is desirous of seeing air transportation by helicopter reach its proper status and maturity within the framework of the national air transport system with the greatest possible speed and with the least cost to the public treasury and that the relief it requests is consistent with these ends.

Los Angeles claims that it will achieve self-sufficient status by the close of fiscal 1970, and submitted detailed economic analyses in support. Los Angeles states that the following factors, among others, should assure self-sufficient operations: (1) Improvement of carrying capacity and the implementation of IFR operations. (2) Improvement of its capital position and the greater ease in obtaining landing sites resulting from permanent certification. (3) The acquisition of three additional turbine-powered helicopters.

The carrier contends that the above factors will result in a considerable increase in revenues over the 5-year period and at the same time lower maintenance costs will be achieved due to increased reliability and improvements in the turbine-powered equipment; and that these factors, plus the company's ability to increase its equipment utilization and to spread its fixed costs over a greater number of units, will contribute substantially to lower operating costs.

Los Angeles also maintains that its service, since the introduction of its S-61-L turbine-equipment in 1962, has passed beyond the stage of experimentation and that the millions of people on its route warrant air service on a permanently certificated airline, the structure of which is tailored to the unique geography of Southern California.

Upon careful consideration of the applications, the economic data supplied in support thereof and other pertinent factors, the Board tentatively concludes that the certificate of public convenience and necessity held by Los Angeles should be renewed for an indefinite period; that Los Angeles' certificate should be amended in the manner requested; and that the exemption held by Los Angeles referred to above should be renewed for a period of 5 years.

The Board in granting and subsequently renewing the certificates of the three subsidized helicopter operators—Los Angeles, New York Airways, Inc. and Chicago Helicopter Airways, Inc.—relied chiefly on the experimental and developmental benefits to be derived from helicopter service. Thus, the prime considerations in originally certifying Los Angeles and Chicago Helicopters were the benefits which should result to the postal service in expediting the move-

ment of mail.⁴ The Board subsequently broadened the experiment to include the transportation of passengers with rotary-wing aircraft when it first renewed Los Angeles' certificate and originally certificated New York Airways.⁵ In all these orders and in the subsequent renewal orders, the Board's primary emphasis was on the experimental and developmental value of such service. And as late as February 1964, the Board found that the helicopter as a commercial means of air transportation was still in the experimental stage.⁶ However, while the Board found that helicopter operations are still in the developmental stage because the transitional period for the turbine-powered equipment was not yet fully completed, it did note that encouraging traffic strides were being achieved particularly by Los Angeles and New York Airways with the modern generation of turbine-powered aircraft.⁷

Although the Board has renewed the certificates of the helicopter operators, it has been increasingly concerned over the subsidy required.⁸ And because of the subsidy implications and the experimental nature of the service, the Board chose to limit the duration of the helicopter certificates rather than make them permanent.⁹

Not only has the Board been concerned with the substantial subsidy dollars that have been paid out in furtherance of the helicopter experiment—approximately \$48,000,000 since the beginning of the experiment in 1947—Congress has also evidenced substantial concern on this score. Thus, Congress imposed ceilings on funds available for helicopter operations beginning in fiscal year 1962, and the Appropriation Act for fiscal year 1965 provided a subsidy limitation of \$3,358,000. In addition, there were strong indications that the Congress intended that there be an early termination of subsidy support for the helicopter carriers.¹⁰

As we have stated on several occasions, although the Board does not interpret the fiscal limitations imposed by Congress as an amendment of the substan-

⁴ Los Angeles Helicopter Case, 8 CAB 92, May 20, 1947 and Chicago Helicopter Service Case, 9 CAB 687, Nov. 24, 1948.

⁵ Los Angeles Airways Certificate Renewal Case, 14 CAB 294, July 5, 1951, and New York City Area Helicopter Service Case, 15 CAB 259, Dec. 3, 1951, respectively.

⁶ Order E-20479, Feb. 13, 1964, served in Docket 13204.

⁷ Id., p. 2.

⁸ See, e.g., Orders E-19245, and E-20479, dated Jan. 28, 1963, and Feb. 13, 1964, respectively.

⁹ Thus, for example, although the Board last renewed the certificate of New York Airways to permit the inauguration and use in scheduled service of new multi-turbine engine helicopters and to test their utility, the Board stated: " * * * we do not find that renewal * * * on a permanent basis is warranted at this time, in view of the substantial government support that is still required." New York Airways Renewal Case, 30 CAB 898, 899, Mar. 17, 1960.

¹⁰ See, e.g., Statement of the managers on the part of the House contained in the Conference Report accompanying H.R. 1296, 88th Cong., 2d sess., Report No. 1781.

Fiscal year:	Subsidy ceiling
1966	\$1,565,000
1967	1,350,000
1968	900,000
1969	750,000
1970	450,000

tive powers held by the Board under the Federal Aviation Act, Congressional declarations and actions establishing subsidy ceilings in this area are factors to be considered in determining what is required in the public interest with regard to the development of commercial helicopters.¹¹ And, as we have also previously held, Congressional action is particularly pertinent in view of the experimental character of the operations and because developmental benefits to be derived in the future rather than immediate traffic requirements are the primary sources of the carrier's "need".¹²

The federal government has already expended over \$48,000,000 in furtherance of the helicopter experiment and we are of the view that unlimited future subsidy eligibility for the helicopter operators is no longer warranted. However, the immediate curtailment of all federal assistance could well result in the cessation of meaningful service by the three subsidized carriers. While the breakeven needs of these carriers have shown a definite downward trend over the past 2 years,¹³ there is little likelihood that the carriers could break even without some subsidy support for at least a four or five year period. Despite encouraging traffic gains and cost savings attributable to the introduction of turbine-powered equipment, the operations still remain relatively expensive with breakeven load factors still at levels which are not reasonably attainable. This is due principally to the fact that the transitional period for the turbine-powered equipment is not yet fully completed. Thus, if the Board were to deny the carriers any federal assistance after fiscal 1965, it could not only mean a cessation of service, but could also jeopardize the substantial government investment in the program. In addition, termination of the subsidized helicopter experiment could well impair the possibility for the future expansion of self-sustaining helicopter operations to other densely populated metropolitan complexes.

We are of the tentative view that the public interest would be better served by taking action designed to protect the substantial government investment, assure continuity of service, preserve the possibility of future expansion of helicopter service to other areas and at the same time curtail subsidy. The Board believes that these ends can best be achieved by affording the subsidized carriers modest subsidy payments on a decreasing scale for a period of five years with no subsidy beyond fiscal 1970.

As we stated to Congress in the June 1964 Hearings before the Subcommittee on Appropriations,¹⁴ the Board was of

the view that the three subsidized services should receive approximately \$17.8 million in subsidy during the 6-year phase-out period from 1965 through 1970. The action taken herein and our contemporaneous actions respecting New York Airways and Chicago Helicopters are consistent with this overall program.¹⁵

It would appear that the now subsidized services in Los Angeles and New York can normally be expected to begin to break even without subsidy support sometime during fiscal 1969 and have reasonable prospects of achieving self-sufficiency by the close of fiscal 1970. We wish to emphasize, however, that while we believe that a phase-out period is required, it does not appear that the public convenience and necessity warrant the expenditure of public funds for helicopter operations beyond fiscal 1970.

The helicopter operators may be on the verge of a breakthrough, due, in large part, to the introduction of the high capacity turbine aircraft, and the benefit achieved through IFR operations. These aircraft have already been introduced into service and the operation of such aircraft has almost reached the stage of maturity.

Our conclusion that Los Angeles and New York Airways should achieve subsidy free status within the next 5 years is necessarily based on several factors. We have already noted the development of the modern family of commercial helicopters and their effect on traffic.¹⁶ In addition to increasing revenues, it is reasonable to expect, on the basis of the information available to us, that performance factors, passenger load factors, and revenue yields should steadily improve—and at greater rates than heretofore in view of the new high capacity, lower unit cost equipment.

We recognize that all of these results cannot eventuate overnight; but on the basis of continuing improvement in these critical areas each year from fiscal 1965 through fiscal 1970, there is reasonable prospect that Los Angeles and New York Airways will be free of subsidy support by 1970. While we recognize that there is no guarantee that the subsidized helicopters will in fact reach self-sufficiency by the end of fiscal 1970, we believe, and so tentatively find, that the timetable is reasonable and we propose to adhere to it. It should be pointed out in this connection that the imposition of a condition in the certificates of the carriers limiting their subsidy eligibility would

¹¹ As stated in our contemporaneous order relating to Chicago Helicopters, although we are of the tentative view that the carrier's certificate should be amended to coincide with the Board's overall subsidy reduction program through the end of 1966, the question of renewing its certificate beyond 1966, and the related questions of subsidy requirements beyond this period shall be deferred.

¹² For example, Los Angeles' traffic more than doubled in 1963 after the introduction of turbine equipment—from 77,433 passengers in 1962 to over 167,000 in 1963—and Los Angeles' traffic continued to grow at a rapid rate to 205,111 in 1964. As stated in our concurrent order dealing with New York Airways, the same general situation prevails with respect to that carrier.

preclude any claims for subsidy by the carriers over and above the dollar limitations specified in their certificates, without inhibiting a finding by the Board that lesser amounts of subsidy are required.

We have examined Los Angeles' subsidy reduction proposal and the figures in support thereof and tentatively find that the carrier's annual subsidy ceilings are reasonable and should assure continuity of service and that it has a reasonable prospect of attaining subsidy free operations by the end of fiscal 1970.¹⁷

Los Angeles serves one of the most sprawling, densely populated and rapidly growing metropolitan areas in the United States, and, as we found previously,¹⁸ distances are great, public transportation inadequate, and surface travel to and from the airport is time-consuming and inconvenient. There is no question but that suburban-to-terminal airport service has won strong public support and has expedited the terminal transportation of a substantial number of airline passengers. Los Angeles' truly remarkable traffic growth bears this out: From 4,779 passengers during its first full year of passenger service in 1955 to over 205,111 passengers during 1964.¹⁹ In view of the recent phenomenal traffic growth, Los Angeles' 1970 passenger estimate of 854,544 appears attainable.

The foregoing indicates that Los Angeles has provided and will probably continue to provide a significant transportation service and make a meaningful contribution to the national air transport system.

As stated already, the Board has granted Los Angeles temporary rather than permanent or indefinite certificates because of the substantial subsidy involved and the experimental nature of the service. However, since we have determined that Los Angeles shall be ineligible for any subsidy beyond fiscal 1970, and in view of the fact that Los Angeles will reach a state of maturity by this time, we have tentatively concluded to renew Los Angeles' certificate for an indefinite period.

We also tentatively conclude that the exemption held by Los Angeles to provide air transportation services between any points within a 50-mile radius of the Post Office Terminal Annex Building in Los Angeles, and between such points and the additional point San Bernardino, California, should be extended for a period of five years. The same findings which warranted the grant to Los Angeles of its present exemption contained in the Board's July 28, 1958 decision renew-

¹³ See Appendix A, filed as part of original document, for selected traffic and financial data.

¹⁴ Los Angeles Airways Renewal Case, 27 CAB 36 (1958).

¹⁵ As already noted, there was a tremendous upsurge in traffic since the introduction of turbine-powered equipment in 1962. Thus, while Los Angeles' traffic increased only 37.7 percent from 1957 through 1961, the traffic has increased by over 375 percent since 1961.

¹⁶ See Order E-20479, supra, and the orders cited therein.

¹⁷ Idem.

Carrier	Breakeven need	
	1963	1964
Los Angeles Airways	\$1,729,818	\$1,571,650
Chicago Helicopter Airways	1,309,711	827,091
New York Airways	2,542,390	2,155,165

¹⁸ Hearings on H.R. 11296, 2d sess., 88th Congress, Part II, pp. 1018-1020.

ing Los Angeles' authorizations²⁶ warrant the extension of said exemption authority for an additional five year period.

Upon the basis of the foregoing, the Board tentatively finds that (1) the public convenience and necessity require the amendment of the certificate of public convenience and necessity held by Los Angeles in the manner and form as contained in Appendix B, attached;²⁷ (2) that Los Angeles is fit, willing and able and the public convenience and necessity require the renewal of said certificate, as amended, for an indefinite period, and (3) that the enforcement of section 401 of the Act and the terms, and the limitations of Los Angeles' certificate to the extent that they would otherwise prevent the carrier, subject to the conditions set forth in Appendix C, attached,²⁸ from engaging in air transportation of persons, property and mail with rotary-wing aircraft, between any points which are within a 50-mile radius of the Post Office Terminal Annex Building in Los Angeles, Calif., and between such points and the additional point San Bernardino, Calif., would be an undue burden on Los Angeles by reason of the limited extent of and unusual circumstances affecting its operations and is not in the public interest.

Accordingly, it is ordered, That:

1. All interested persons be and they hereby are directed to show cause why the Board should not issue an order making final the tentative findings and conclusions reached herein and (a) issue to Los Angeles an amended certificate of public convenience and necessity in the manner and form contained in Appendix B, attached, and (b) grant an exemption in the form contained in Appendix C to Los Angeles for a period of 5 years;

2. Any interested persons having objections to the tentative findings and conclusions reached herein shall, within 15 days from the date of service of this order, file such written objections with the Board;

3. Since specific provision is made herein for the filing of objections to the tentative findings and conclusions, filing of petitions for reconsideration will be cumulative and will not be entertained; and

4. A copy of this order shall be served on: Los Angeles Airways, Inc.; Secretary of Commerce; Assistant Postmaster General for Transportation; the Governor of the State of California; and the Mayors of the Cities of Los Angeles, Maywood, Alhambra, Glendale, Burbank, North Hollywood, San Fernando, Santa Monica, Van Nuys, Lynwood, Whittier, Monrovia, Azusa, Pomona, Ontario, Fontana, San Bernardino, Riverside, Corona, Long Beach, Santa Ana, and Anaheim, Calif.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-1819; Filed, Feb. 19, 1965; 8:48 a.m.]

²⁶ 27 CAB, 36, 40-41.

²⁷ Filed as part of original document.

²⁸ Filed as part of original document.

[Docket No. 15661; Order E-21799]

NEW YORK AIRWAYS, INC.

Order To Show Cause

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 16th day of February 1965.

Petition of New York Airways, Inc., Docket 15661, for an order to show cause.

New York Airways, Inc. (NYA) holds a certificate of public convenience and necessity for Route 111 which authorizes it to engage in the air transportation of persons, property and mail to certain named points in the New York City area. In addition to its certificate authority, NYA has exemption authority to provide service between any points in the New York City area which are located within an area embraced by the peripheral points of Trenton, N.J., Dover, N.J., Peekskill, N.Y., Danbury, Conn., New Haven, Conn., Farmingdale, N.Y., Freeport, N.Y., and Asbury Park, N.J.¹

On November 4, 1964, NYA filed a petition with the Board² to issue a show cause order directed to the amendment of its certificate and exemption authority so as to incorporate therein provisions terminating NYA's eligibility for subsidy under section 406 of the Act at the end of fiscal 1970 and, in the interim, imposing the following annual ceilings on such eligibility:

Fiscal year:	Maximum subsidy eligibility
1965-----	\$1,900,000
1966-----	1,800,000
1967-----	1,500,000
1968-----	1,100,000
1969-----	750,000
1970-----	450,000
(1971 and thereafter)-----	³ (None)

NYA also proposes that the Board take whatever action is necessary to extend the certificate and exemption authorizations for an indefinite term.⁴ Finally, NYA states that it will accept a show cause order which provides for the incorporation of the specified subsidy phase-out payments in its certificate and

¹The duration of NYA's certificate and exemption authority is coextensive. Both authorizations expire on May 16, 1967. See New York Airways Renewal Case, 30 C.A.B. 898 (1960).

²NYA's petition was amended on Nov. 10, 1964 and Jan. 11, 1965. The amended petition was further supplemented by NYA on Jan. 21, 1965 when the carrier filed operating data and financial estimates for fiscal years 1965 through 1970. Similar pleadings were also filed by Los Angeles Airways, Inc. and Chicago Helicopter Airways, Inc. These filings will be treated in separate orders issued contemporaneously herewith.

³The subsidy payments requested by NYA represent its share of the total \$17.8 million subsidy phase-out program which the Board proposes for the helicopter carriers over a 6-year period through fiscal 1970. See Hearings before the Subcommittee of the Committee on Appropriations on H.R. 11296, 2d session, 83rd Congress, Part II, pp. 1018-1020.

⁴In this connection, NYA takes the position that its petition is not a renewal application within the meaning of § 377.1 of the Board's Special Regulations and that, at this time, it does not intend to invoke the provisions of section 9(b) of the Administrative Procedure Act. It asserts, however, that the subject petition is filed without prejudice to NYA's rights under section 9(b).

which extends its operating authorizations for an indefinite period and "consent to the same without further proceedings".

In support of its filing, NYA contends that continued subsidy support is necessary for it to complete its pending program for expansion and improvement of operations; that Congressional restrictions on helicopter subsidies since fiscal 1962 have impaired its financial stability and seriously handicapped efforts to implement its expansion program; and that in the interests of resolving these critical problems it is submitting to the Board this preplanned program for the firm "limitation, reduction and elimination of NYA's subsidy requirements over a specified period of time".

After consideration of NYA's petition, as amended, and the operating data and financial estimates submitted in support thereof, the Board tentatively finds and concludes that NYA's certificate of public convenience and necessity for Route 111 should be amended to impose a condition therein that subsidy payments to NYA will not exceed the specific maximum amounts set forth in Appendix A⁵ for fiscal years 1965 through 1970; that NYA's operations will not be eligible for subsidy beyond fiscal year 1970; that the certificate should be renewed for an indefinite period; and that the renewal of its exemption authority for a period of 5 years from the date of the Board's order making final the tentative findings and conclusions reached herein is in the public interest.

Our discussion in this order will be limited to the factual issues raised by NYA's filing. Policy considerations and other factors applicable to all three subsidized helicopter carriers, which further support the action which we propose to take are discussed fully in our order dealing with a similar application of Los Angeles Airways issued contemporaneously herewith.

Before the introduction of the present generation of helicopters, we had expressed concern over the disproportionate relationship between the capacity offered by NYA and the low load factors experienced by the carrier. We were also concerned that NYA's performance factors and passenger yields had not reached levels which gave promise of profitable operations. Recently, NYA was enjoined to approach the problem of introducing and integrating high capacity, turbine-powered equipment into its fleets cautiously with a view toward the proper husbanding of all of its resources during the transition period.⁶ The data which NYA has submitted in support of its petition indicate that the carrier will experience continually improved performance factors, load factors and passenger yields—all of which are indispensable for a successful operation. Moreover, passenger traffic during the period fiscal 1965-fiscal 1970 is expected to increase from 335,785 to 1,317,000. It would also appear that by the close of fiscal 1970, the state of the art may have reached maturity with the integration of turbine-powered equipment completed

⁵Appendix A filed as part of original document.

⁶Order E-19245, Jan. 28, 1963.

and that NYA will find itself on a self-sufficient plateau.

We are encouraged in our belief that NYA may be approaching economic self sufficiency not only on the basis of the operating and financial forecasts submitted in support of the petitions, but also by the marked improvements reported during the initial transition period to turbine-powered equipment. For example, in fiscal 1963, the first full year of operations with V-107 aircraft, NYA carried 238,878 passengers contrasted to the 146,452 passengers carried in fiscal 1962. Moreover, the load factor for the first 5 months of fiscal 1964 was 49.8 percent compared to a 43.2 percent load factor in fiscal 1963.

Despite the prospects of improved traffic and financial results, it would appear that limited subsidy support through fiscal 1970 is essential if NYA is to continue to serve the public need of the New York area. It would not appear that New York could continue meaningful operations, which were supported by \$1.9 million in subsidy in fiscal 1964, on a nonsubsidized basis, until its integration of turbine-powered equipment is completed. This should be by fiscal 1970.

NYA has received \$22,433,000 in subsidy payments since 1952. These payments have made it possible for NYA to progress from small rotary-wing aircraft to high capacity, twin-turbine powered aircraft. The growth rate in passenger traffic experienced by NYA over the years is great. For example, in 1954, NYA's first full year of operations, it carried slightly more than 8,000 passengers; in 1963 NYA carried over 240,000 passengers; and by fiscal 1970 NYA estimates that it will carry 1,317,000 passengers.

If the Board elected to terminate all subsidy payments to NYA it is reasonable to conclude that the result could be a cessation of meaningful operations. Such a result would, in effect, wipe out the gains and contributions which NYA has made over the past fourteen years and deprive the New York area of valuable and substantial service benefits which NYA is providing for the traveling public. On the other hand, we believe that the limited subsidy assistance which we propose to give NYA through fiscal 1970 will assure a continuity of operations and assist the carrier in approaching a point of self sufficiency.

Accordingly, we tentatively find and conclude that the certificate of public convenience and necessity now held by NYA for Route 111 should be amended to impose a condition therein which will provide for specified limited subsidy payments for fiscal years 1965 through 1970, with a provision that NYA's operations beyond fiscal 1970 will be without subsidy eligibility; that NYA's certificate should be of indefinite duration; and that the enforcement of section 401 of the Act and the terms, conditions and limitations of NYA's certificate to the extent that they would otherwise prevent the carrier, subject to the conditions set forth in Appendix C,¹ from engaging in

¹ Appendix C filed as part of original document.

air transportation of persons, property and mail between any points which are located within an area embraced by the peripheral points of Trenton, N.J., Dover, N.J., Peekskill, N.Y., Danbury, Conn., New Haven, Conn., Farmingdale, N.Y., Freeport, N.Y., and Asbury Park, N.J., would be an undue burden on NYA by reason of the limited extent of and unusual circumstances affecting its operations and is not in the public interest; and that the exemption authority now held by NYA should be renewed for a period of five years. Interested persons will be given fifteen days to file their views with respect to the tentative findings and conclusions stated herein, including the proposed amended certificate and exemption authority as shown in Appendices B² and C.

Accordingly, it is ordered:

1. That all interested persons are directed to show cause why the Board should not issue an order making final the tentative findings and conclusions reached herein and issue to New York Airways, Inc., an amended certificate of public convenience and necessity for Route 111 and exemption authority in the manner and form attached hereto in Appendices B and C;

2. That any interested persons having objections to the tentative findings and conclusions reached herein shall, within 15 days from the service date of this order, file such written objections with the Board;

3. That, since specific provision is made herein for the filing of objections to the tentative findings and conclusions, filing of petitions for reconsideration will be cumulative and will not be entertained; and

4. That a copy of this order shall be served on New York Airways, Inc., the Secretary of Commerce; the Assistant Postmaster General for Transportation; the Governors of the States of New York, New Jersey, and Connecticut; the Mayors of the Cities of New York, White Plains, and Rockville Centre, N.Y.; Newark and Teterboro, N.J.; and Bridgeport and Stamford, Conn.; the aeronautical departments or commissions for the States of New York, New Jersey, and Connecticut; the Port of New York Authority; and the New York State Department of Commerce.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[P.R. Doc. 65-1820; Filed, Feb. 19, 1965;
8:49 a.m.]

[Docket 15475]

TRANS-AIR SYSTEM, INC.

Notice of Postponement of Prehearing Conference

Notice is hereby given that the prehearing conference to be held on the

² Appendix B filed as part of original document.

above-entitled application on February 24, 1965, is postponed to March 2, 1965, at 10:00 a.m., e.s.t., in Room 911, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the undersigned examiner.

Dated at Washington, D.C., February 16, 1965.

[SEAL] JOSEPH L. FITZMAURICE,
Hearing Examiner.

[P.R. Doc. 65-1821; Filed, Feb. 19, 1965;
8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 15684; FCC 65M-190]

RADIO 13, INC.

Notation of Ruling Continuing Hearing

In reapplication of Radio 13, Inc., Docket No. 15684, File No. BR-4064, for renewal of license of Station WHZN Hazleton, Pa.

This formalizes an oral ruling previously made continuing the hearing indefinitely that was scheduled to be heard in Hazleton, Pa. on February 18, 1965 to accommodate appropriate action on applicant's Motion to Terminate Proceeding as Moot filed on February 10, 1965.

So ordered, This 16th day of February 1965.

Released: February 16, 1965.

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

[P.R. Doc. 65-1814; Filed, Feb. 19, 1965;
8:48 a.m.]

[Docket Nos. 14669, 14671; FCC 65R-60]

WIDE WATER BROADCASTING CO., INC., AND RADIO VOICE OF CENTRAL NEW YORK, INC.

Memorandum Opinion and Order Amending Issues

In re applications of Wide Water Broadcasting Co., Inc., East Syracuse, N.Y., Docket No. 14669, File No. BP-14212; Radio Voice of Central New York, Inc., Syracuse, N.Y., Docket No. 14671, File No. BP-15147; for construction permits.

1. The Review Board has under consideration a verified motion, filed July 31, 1964, by the Broadcast Bureau, to reopen the record and add issues in this proceeding concerning the qualifications of Radio Voice of Central New York, Inc. (Radio Voice) to be a licensee of the Commission.¹

¹ The pleadings before the Review Board include: (1) Verified motion to reopen record and add issues, filed July 31, 1964, by the Broadcast Bureau; (2) response, filed Oct. 26, 1964, by Radio Voice of Central New York, Inc.; and (3) reply, filed Dec. 15, 1964, by the Broadcast Bureau.

2. The applications of Wide Water Broadcasting Co., Inc. (Wide Water) for a construction permit for a new standard broadcast station at East Syracuse, N.Y. (1540 kc, 1 kw, Day, Class II), and of Radio Voice for a construction permit for a new standard broadcast station at Syracuse, N.Y. (1540 kc, 50 kw, DA, Day, Class II), were designated for hearing by Commission Order (FCC 62-655), released June 25, 1962.² The designation order specified issues which include, among others, the following: (1) a determination of the areas and populations to be served by the proposals and the availability of other primary service to such areas and populations; (2) a determination of whether the Radio Voice proposal would cause objectionable interference to the proposed operation of Station WPME, Punxsutawney, Pa., or any other existing standard broadcast station, and, if so, the nature and extent thereof; (3) a determination of whether the proposed operations of Radio Voice and Wide Water should contravene the 10 percent Rule (now § 73.28(d) (3) of the Commission's Rules); (4) a section 307 (b) issue; and (5) a contingent standard comparative issue. In an Initial Decision (FCC 63D-39), released April 3, 1963, and in a Supplemental Initial Decision (FCC 63D-143), released December 18, 1963, Hearing Examiner Thomas H. Donahue proposed a grant of the Radio Voice application and a denial of the Wide Water application. Exceptions to the Initial Decision were subsequently filed by Wide Water, Radio Voice and the Broadcast Bureau, but action on such exceptions has been withheld pending disposition of the subject motion.

BUREAU'S MOTION

3. In its verified motion, the Bureau states that newly discovered evidence links a number of the principals in Radio Voice with the financial aspects of John J. Farina's application (Mount Holly-Burlington Broadcasting Co., Inc., Docket No. 13933) for a new standard broadcast station at Mount Holly, N.J. This evidence, the Bureau contends, indicates that said principals misrepresented or failed to disclose other business and broadcast interests in applications filed with the Commission.³ The essential al-

legations of the Bureau's motion, based upon the Bureau's inquiry into the financial representations made by Farina in proceedings held on his application, are that substantial sums used by Farina in the prosecution of his application and the eventual operation of the Mount Holly facility (now Station WJZZ) were provided by Dr. Daniel J. Fernicola, Dr. John T. McSweeney and Mr. James F. McDonald (all principals of Radio Voice); that the financial contributions of these individuals to Farina were so large as to indicate an interest in the Farina application; that in connection with the filing of the Radio Voice application, these individuals failed to disclose broadcast or business affiliations; and that these same individuals had knowledge of or participated in concealment of facts which, if known to the Commission, would have required a different result with regard to Farina's Mount Holly application; and that the financial representations made by these individuals in the Radio Voice application were untrue or misleading and that, as a result, Radio Voice may not be financially qualified to construct and operate its proposed facility.

4. Radio Voice is a corporation of nine stock subscribers including Herbert P. Michels (Farina's brother-in-law), Daniel J. Fernicola, John T. McSweeney, James F. McDonald (Fernicola's brother-in-law), Matthew Marano, Charles A. Fernicola (Fernicola's father), Joseph Izzo, Joseph Santangelo and John J. Regan. Michels originally filed the application as an individual but a subsequent amendment, filed January 30, 1962, reflected a change to the Radio Voice corporation controlled by Michels. Each principal in the Radio Voice application, except for Michels, indicates that he had no other broadcast interests prior to the date of the amended application. Each principal also certifies that he had available liquid assets, over and above all liabilities, of at least \$25,000 to meet financial commitments to the corporation.

5. In order to illustrate the alleged relationship between Farina and principals of Radio Voice, the Bureau briefly sketches the history of Farina's Mount Holly application. The Bureau contends that Farina originally filed his Mount Holly application on February 26, 1960, and, in that application, represented that he had in excess of \$54,000 on deposit in the Fidelity Union Trust Co. of Newark, N.J. According to the Bureau, Farina subsequently testified during the Mount Holly proceeding that, in fact, he had \$53,000 in cash in a receptacle at his home and that, when questions were raised concerning his financial qualifications, he withdrew the cash from the receptacle and deposited it with the Han-

released Sept. 4, 1964, the Commission referred the Bureau's verified motion and related pleadings in the Connecticut Coast proceeding to the Review Board for its original action in view of the present motion before the Board concerning the application of Radio Voice, of which Dr. Daniel J. Fernicola is also a principal. The Commission also authorized the Board to order consolidation of the common matters of these proceedings.

over Bank branch at Rockefeller Center in New York City for the purchase of U.S. Government bonds. Farina's application was granted by Commission Decision (34 FCC 1135, 25 RR 633), released June 14, 1963,⁴ and the mutually-exclusive application of Halpern and Seltzer was denied. The Commission subsequently approved an assignment of the construction permit from Farina to the Mount Holly-Burlington Broadcasting Co., of which Farina owns all but single qualifying shares of stock. As a result of the Commission grant of program test authority, Station WJZZ has been operating since December 13, 1963.

6. Halpern and Seltzer, in the meantime, appealed the Commission's Decision to the U.S. Court of Appeals for the District of Columbia Circuit, and, on March 19, 1964, that Court remanded the Mount Holly case to the Commission for further proceedings although it retained jurisdiction of the case.⁵ As the Bureau points out, the Court directed inquiry into corroboration of the alleged financial arrangements for the custody of Farina's funds when his application was executed, as well as Farina's financial arrangements for future operations and the detail of Farina's alleged organizational expenses. Pursuant to the Court's directives, the Commission remanded the Mount Holly proceeding to the Hearing Examiner⁶ for further hearings on specified issues and, as a result, the Broadcast Bureau instituted an inquiry into Farina's financial claims. On July 10, 1964, Farina advised the Commission that he was withdrawing from the further prosecution of the case and that he would not participate in further hearings. On the same day, Farina's creditor bank appointed a receiver of the assets of Mount Holly-Burlington; the continued operation of Station WJZZ has been under the receiver's direction. In light of Farina's failure to appear at the further hearing session of July 13, 1964, the Examiner held Mount Holly-Burlington in default, and, in an Initial Report and Recommendation (FCC 64M-676), released July 17, 1964, Hearing Examiner Jay A. Kyle recommended cancellation of previous authorizations issued to Farina and his corporation and denial of the corporation's license application. The Commission, in a Report and Recommendation (FCC 64-1133), released December 10, 1964, urged the Court of Appeals to remand the case to the Com-

⁴ Farina's petition for partial reconsideration of this Decision was denied by Commission Memorandum Opinion and Order (35 FCC 456, 1 RR 2d 297), of Sept. 25, 1963. A petition filed by the other applicant in the proceeding, William S. Halpern and Louis N. Seltzer, doing business as Burlington Broadcasting Co., which sought a reopening of the record and a rehearing, was also denied by Commission Memorandum Opinion and Order (35 FCC 758, 1 RR 2d 728) of Dec. 11, 1963.

⁵ Halpern and Seltzer v. FCC, — U.S. App. D.C. —, 331 F. 2d 774, 2 RR 2d 2005; motion for recall denied July 8, 1964; cert. denied October 12, 1964 sub nom. Mount Holly-Burlington Broadcasting Co., Inc. v. Halpern and Seltzer, 379 U.S. 827 (Case No. 190).

⁶ See Commission Order (FCC 64-373), released May 1, 1964.

² The application of another applicant, Fred S. Grunwald, trading as Onondaga Broadcasters, was subsequently dismissed by an Order (FCC 62M-1167) of the Chief Hearing Examiner, released August 30, 1962.

³ The Bureau simultaneously filed a similar verified motion with the Commission to reopen the record and add issues in the Connecticut Coast Broadcasting Co. (Bridgeport, Conn.) proceeding (Docket No. 14830) concerning the qualifications of that applicant, of which a Dr. Daniel J. Fernicola is a principal (Co-partner), to be a Commission licensee. A Review Board decision (36 FCC 1038, 2 RR 2d 399), released Apr. 16, 1964, had granted the application of Connecticut Coast Broadcasting Co. and had denied the application of Garo W. Ray (Docket No. 14829, File No. BP-15462) for a new standard broadcast station at Seymour, Conn. The Commission subsequently denied Ray's application for review of the Board's Decision and also severed Ray's application from the consolidated proceeding with the Connecticut Coast application. By Order (FCC 64-807),

mission for the issuance of a Supplemental Decision which would dismiss the Farina application and would grant the Halpern and Seltzer application.

7. As a result of the reopening of the Mount Holly proceeding, the Bureau inquired into the financial representations of Farina. Records of the Fidelity Union Bank were inspected, pursuant to subpoena, by Bureau counsel, and these records indicated that Farina had opened a checking account of \$25,000 on May 3, 1960, more than three months after he filed his Mount Holly application. The \$25,000, which was deposited for the purpose of meeting Commission requirements in connection with his Mount Holly application, was in the form of three official bank checks given to Farina by Dr. Daniel J. Fernicola and endorsed by both Farina and Fernicola.⁷ Two of these checks, in the amounts of \$14,000 and \$1,000, were drawn by the Yorke Savings and Loan Association of Newark, N.J., and were made out to the order of Fernicola. The third check of \$10,000 was drawn by the National State Bank of Newark to the order of James F. and Ann R. McDonald (Fernicola's brother-in-law and sister).

8. Bureau counsel interviewed Fernicola on June 30 and July 1, 1964, in regard to Farina's financial transactions. According to the Bureau's allegations, Fernicola stated that he had given \$25,000 to Farina in early 1960 and that it had been necessary to sell securities, to borrow on life insurance and to borrow from his brother-in-law (McDonald) in order to raise the money. Fernicola also stated that he was responsible for the \$10,000 loan made to McDonald and his wife and that he, Fernicola, was repaying the principal and interest thereon. Fernicola claimed that the \$25,000 was intended to finance a secret patentable control system which had been installed in some factories; however he did not know what the process was, where it was installed or by whom it was developed. He also informed Bureau counsel that he had not received any accounting from Farina regarding disposition of the money advanced, had not been repaid any money by Farina, and had no evidence (receipt or document) of the \$25,000 payment to Farina. Fernicola also stated that he had given any additional \$6,000 to Farina on April 8, 1964, in consideration of Farina's consultant services in regard to Fernicola's Connecticut Coast application.⁸

9. In response to the Bureau's demand for Farina's records at prehearing conferences, Farina's counsel provided some checks (attached to the Bureau's motion as exhibits) which purported to represent payments in connection with the Mount Holly application. Among those checks were a number which were drawn on Farina's account with the Fidelity

Union Bank* and which represented substantial payments on behalf of the Mount Holly application. The Bureau's inquiry also indicated that Fernicola's \$6,000 check was deposited by Farina in a special checking account and that withdrawals in the amount of \$4,860 were made from this account in favor of Mount Holly-Burlington Broadcasting Co.

10. Investigation by the Bureau of the records of the Rockefeller Center branch of the Hanover Bank showed that Farina opened a checking account there on July 19, 1961, with an initial deposit of \$6,000. The initial deposit consisted of three checks, each in the amount of \$2,000, two of which were drawn by principals of Radio Voice, James F. McDonald (Fernicola's brother-in-law) and Dr. John T. McSweeney, and the third was an official check of the Fidelity Union Trust Co. According to the Bureau, bank records indicated that the account was opened to be used in connection with Farina's acquisition of a television station in Burlington, N.J. Farina's own records showed that the Hanover Bank account was used to pay expenses of his Mount Holly application. When the Bureau interviewed McSweeney concerning his \$2,000 payment to Farina, he claimed that Farina was being paid for consultant services in connection with the Radio Voice application; however, Farina had made no accounting of the disposition of the \$2,000 to McSweeney. Subsequent to the interview, McSweeney directed a letter to the Commission wherein he noted a discussion with Fernicola concerning their radio business ventures and indicated that the contribution of \$2,000 to Farina was actually for the purpose of applying for a new radio station in Rochester, N.Y. In an interview with Bureau counsel, McDonald claimed that his \$2,000 payment was for services rendered by Farina in connection with an enterprise known as Radio Rochester, Inc. McDonald stated that no application was ever filed by Radio Rochester although such a corporation had apparently been organized in 1961. No disclosure was made by McSweeney or McDonald in the Radio Voice application of any interest in Radio Rochester, Inc.

11. On the basis of the foregoing information developed in connection with the remanded Mount Holly proceeding, the Bureau now requests a full inquiry into the character and financial qualifications of Radio Voice and its principals. The Bureau points out that Farina relied entirely on funds furnished by Fernicola and other Radio Voice principals in the prosecution of his Mount Holly application. If these funds did represent an investment in a secret patentable control system, as claimed by Fernicola, the Bureau maintains that

such an investment was not disclosed in either the Radio Voice or Connecticut Coast applications. If funds were given to Farina in connection with a radio venture in Rochester, as claimed by McSweeney and McDonald, then the Bureau asserts that such facts should have been revealed in the Radio Voice application. It is the Bureau's contention that serious questions are raised concerning the extent of the interest and involvement of Fernicola, McSweeney, McDonald and others in Farina's application; the possible misrepresentation or concealment of such facts in applications filed with the Commission; and the possible dilution of Radio Voice's financial position. The Bureau questions the validity of the financial representations made by Fernicola and McDonald in the Radio Voice application in view of their substantial participation in payments made to Farina, including a \$10,000 bank loan made to McDonald and his wife and assumed by Fernicola. The Bureau attaches a copy of the bank ledger card for this loan to its motion; the card indicates that the loan has not been fully repaid. On the basis of all of the above, the Bureau moves to remand the Radio Voice application for further hearing upon issues to determine whether Radio Voice and its principals possess the requisite character and financial qualifications to be Commission licensees in light of all facts regarding financial transactions between Radio Voice principals and John J. Farina.

RADIO VOICE'S RESPONSE

12. Radio Voice admits, in its response to the Bureau's motion, that the facts set forth by the Bureau "do suggest * * * that Fernicola, McDonald, and McSweeney (perhaps even others) were involved in a tangled skein of complex financial maneuvering on the part of Farina in connection with his Mount Holly application and station." However, Radio Voice points out that the relevant questions to be answered are whether the funds furnished to Farina were intended to be used or were used with the knowledge and consent of Fernicola, McDonald and McSweeney and, if so intended, whether said principals received or were to receive an interest in Farina's Mount Holly station. According to Radio Voice, affidavits of its principals (attached to its response) established: (1) that Farina received \$2,000 checks from McDonald, McSweeney, Drs. Marano and Santangelo, Mr. Charles Fernicola (Fernicola's father), Mr. John J. Regan and Mr. Joseph Izzo (all Radio Voice principals) as advance payments to cover preliminary expenses in connection with an application for a Rochester station;⁹ (2) that \$25,000 was initially given to

⁹ Radio Voice notes that only eight persons, including Fernicola, were associated with Farina in the Rochester venture and that Fernicola was not required to advance funds for that venture. Fernicola, in his affidavit, indicates that he was to receive an interest in Rochester on a services rendered basis.

⁷ Photostatic copies of these checks are attached to the Bureau's verified motion.

⁸ A copy of Fernicola's personal check in this amount, made out to Farina, is attached as an exhibit to the Bureau's motion.

* According to Bureau counsel, as far as could be determined, the only deposit made to this account by Farina was the \$25,000 received from Fernicola. Bank records indicate that this entire amount was eventually drawn out.

Farina by Fernicola in connection with a proposed application for a Hammon-ton, New Jersey, station but was later committed for the purpose of investment in a patentable control process; and (3) that Fernicola's \$6,000 payment to Farina in April 1964 was for consultant services rendered by Farina in connection with Fernicola's Connecticut Coast application.

13. Radio Voice further contends that its attached affidavits indicate that Fernicola, McSweeney, and McDonald do not now have, and did not have, any interest in Farina's Mount Holly application and station. Radio Voice also denies the Bureau's claims of misrepresentation or concealment of facts by its principals in the Radio Voice application on the grounds that no Radio Voice principal possessed an interest in Farina's application and that Section II of the broadcast application does not require disclosure of planned and speculative ventures, such as the proposed Rochester station or the patentable control system. In regard to the Bureau's claims concerning its financial qualifications, Radio Voice notes that such qualifications were passed on by the Commission when the Radio Voice application was designated for hearing and that the Bureau's motion contains no facts to justify reopening the matter now. Since the affidavits attached to its response provide a complete explanation of the questions raised by the Bureau, Radio Voice suggests denial of the Bureau's motion.

14. In support of its response, Radio Voice attaches an affidavit of Dr. Matthew Marano, which statement forms the basis of other affidavits furnished by Radio Voice principals. Marano indicates that he first met Farina in Fernicola's office in March 1960, along with Dr. Joseph Santangelo, Dr. Michael Ritota, Dr. John Ritota, and Charles Fernicola. Marano states that the purpose of the meeting was to consider a radio station venture in Hammon-ton, N.J., which had been suggested to Fernicola by Farina. According to Marano, Farina indicated that he would not be a party to the Hammon-ton application because of possible prejudice to his own pending application for Mount Holly; however, Farina did request that those present at the meeting advance him \$5,000 each to demonstrate the proposed applicant's financial qualifications. Since none of the participants at the meeting desired to advance funds to Farina without some evidence of an investment (such as stock or receipts), Marano avers that the matter ended promptly. Marano states that he next met Farina in the Spring of 1961 at Fernicola's home, along with Santangelo, Charles Fernicola, McSweeney, McDonald, Izzo, and Regan (all Radio Voice principals). Farina suggested that the group participate in a venture to acquire an available radio frequency at Rochester, N.Y., and he requested and received \$2,000 from each participant in order to cover initial expenses of the venture. Farina indicated that there was no connection between the Rochester venture and his Mount Holly appli-

cation and that he would participate in the Rochester proposal. Marano further claims in his affidavit that the Rochester venture subsequently failed because of engineering problems and that he received no accounting of his investment therein.¹¹ Thereafter, Marano joined in the Radio Voice application but he did not mention the Rochester venture in the Radio Voice application. Marano specifically claims that he was not required to disclose information concerning these matters to the Commission in the Radio Voice application since: (1) he never had any interest in Farina's Mount Holly application or station; (2) the Rochester venture never materialized as a business enterprise or broadcast application; and (3) even if Rochester might be assumed to be a business enterprise, Marano did not have a 25 percent interest therein and had not been elected or designated as an officer.

15. In his affidavit of October 24, 1964, Fernicola denies that he was personally involved in Farina's financial affairs and states that he did not intentionally provide funds for Farina's Mount Holly application or station. When at the March 1960 meeting it was decided that the group would not apply for Hammon-ton, Fernicola claims that Farina advised him to go ahead alone and, as a result, Fernicola advanced \$25,000 to Farina to prepare an application. The \$25,000 was given to Farina about May 1960 in the form of three checks, including the \$10,000 check which was obtained as a loan from Fernicola's brother-in-law, McDonald.¹² Fernicola states that he did not receive a regular receipt for this money but that Farina did give him a personal check for \$25,000 drawn on Farina's account with a Newark bank. When the Hammon-ton venture fell through,¹³ Fernicola agreed to Farina's suggestion that the \$25,000 be invested in a patentable control process. Fernicola does admit that, thereafter, he acted as a contact between Farina and the other participants in the Rochester venture and that, in consideration of services rendered, Fernicola was to receive an interest therein. Fernicola also admits that he induced participation in the Radio Voice application. However, he denies that he ever had any interest in Farina's application and he states that Farina does not have any interest in

¹¹ Marano points out that he had no knowledge of how the money was spent by Farina but that no authorization was given to spend the money on Farina's Mount Holly application or on anything other than the Rochester venture.

¹² Fernicola denies that either McDonald or his wife (Fernicola's sister) knew of the purpose of the loan. In his affidavit, McDonald states that he did not make the loan to Fernicola with the understanding that the \$10,000 was to be turned over to Farina for his Mount Holly station.

¹³ Fernicola avers that no application was filed for Hammon-ton and that he was advised by Farina that the filing of applications had been cut off. Fernicola also notes that he has been recently advised that it was already too late to file an application for Hammon-ton at the time he advanced the \$25,000 to Farina; Fernicola does not know whether or not Farina was aware of this fact.

Fernicola's Bridgeport, Conn., application.¹⁴

16. Fernicola denies that he has knowingly failed to disclose, or knowingly concealed, any information from the Commission in the Radio Voice or Connecticut Coast applications. He explains that the Rochester venture never materialized and that the patent investment was too speculative to be treated as a business enterprise. However, upon review of his financial position as of January 23, 1962, Fernicola does note that all of the stocks upon which he relied to claim net liquid assets of \$25,000 were not listed on major exchanges as is claimed in the Radio Voice application. Fernicola points out that his financial statement should have simply stated that he had cash and other liquid assets over liabilities in excess of \$25,000. As a result, Fernicola attaches a revised financial statement as of January 23, 1962, to his affidavit but notes that said statement does not include, as an asset or otherwise, the \$25,000 payment to Farina.¹⁵

17. The questions which the Bureau raises concerning the accuracy and completeness of representations made in the Radio Voice application may affect Radio Voice's qualifications to be a broadcast licensee. The Bureau bases its assertions upon material that was developed in preparation for the reopened hearing in the Mount Holly proceeding. That newly-discovered material¹⁶ allegedly links principals of Radio Voice with the

¹⁴ Fernicola explains that the \$6,000 payment made to Farina by check of April 8, 1964, was for Farina's consultant services on the Connecticut Coast application. Fernicola denies that Farina ever requested or received an interest in the Connecticut Coast application. Fernicola's partner in that application, Salvatore A. Bontempo, confirms the purpose of this \$6,000 payment in his attached affidavit. Bontempo also asserts that he introduced another credit source to Farina and that Farina subsequently had financial dealings with this other source, but Bontempo disclaims any interest in Farina's Mount Holly application and station. Thus, it appears that Bontempo's involvement with Farina must also be explored in the Connecticut Coast proceeding in light of the Board's ultimate disposition of the instant motion.

¹⁵ Fernicola's revised financial statement includes the following items:

Assets:	
Cash in Banks and On Hand.....	\$7,870.95
Cash Value Life Insurance.....	4,045.53
Cash Value Stocks.....	21,845.00
Accounts Receivable.....	3,000.00
Real Estate.....	6,000.00
Personal Property.....	5,000.00+
Total Assets.....	47,761.48
Liabilities:	
National State Bank, Newark, N.J.....	4,000.00
Metropolitan Life Ins. Co.....	1,450.00
Total Liabilities.....	5,450.00
Net Worth.....	42,311.48
Total Liabilities and Net Worth.....	
	47,761.48

¹⁶ In view of the extensive investigation required to elicit the facts alleged in the subject motion, good cause exists for consideration of the matters raised by the Bureau at this stage of the proceeding.

financial aspects of Farina's application for the Mount Holly facility. Radio Voice readily admits that funds were made available to Farina by Radio Voice principals and that a substantial portion of these funds were subsequently used by Farina in the prosecution of his application and the operation of his facility. However, Radio Voice denies that these funds were advanced to Farina for use in connection with his Mount Holly application and facility or were so used with the knowledge and consent of Radio Voice principals. Radio Voice also denies that its principals received, or were to receive, an interest in Farina's application and station in consideration for the advanced funds. Radio Voice, in attached affidavits, explains that: (1) the \$2,000 checks advanced to Farina by seven of its principals were intended to cover preliminary expenses of the proposed application for a Rochester station; (2) the \$25,000 advanced to Farina by Fericola was initially given in connection with a proposed application for a Hammonton, N.J., station, but was later committed to Farina for the purpose of an investment in a patentable control process; and (3) the \$6,000 paid to Farina by Fericola in April 1964, was for consultant services in connection with Fericola's Connecticut Coast application. Radio Voice contends that the attached affidavits establish the absence of any interest in Farina's application by Radio Voice principals; that there were no misrepresentations or concealment of facts in the Radio Voice application since the broadcast application does not apply to speculative ventures such as Rochester or the control process; and that the Bureau's motion recites no facts to justify inquiry into Radio Voice's financial qualifications.

CONCLUSIONS

18. The Board is of the opinion that the Radio Voice response does not contain a satisfactory explanation of the questions raised by the Bureau in its verified motion. The undisputed facts indicate that several Radio Voice and Connecticut Coast principals advanced \$45,000 to Farina at different periods and that Farina used a substantial portion of those funds in the prosecution of his application and the operation of his Mount Holly station. Even though these same principals deny an intention to invest in Farina's Mount Holly facility, the Board notes the complete absence of any corroborating evidence in this regard, either from Farina or from other independent sources. The undisputed facts also disclose that these same principals received no receipt or other evidence of their investments and no accounting of their funds from Farina regardless of the purpose involved. It is claimed that these same individuals had no knowledge of Farina's financial dealings until so informed by Bureau counsel. Nevertheless, several Radio Voice principals aver that they refused to participate in the Hammonton venture, as proposed by Farina, without some evidence of their investments. In light of these apparently inconsistent actions by Radio Voice principals and the subsequent default by

Farina on his own application, the Board cannot reasonably conclude that the funds did not involve some interest in Farina's application or station. Under these circumstances, there is a demonstrated need for further hearings in this proceeding and in the Connecticut Coast proceeding to inquire into the financial transactions between Radio Voice and Connecticut Coast principals and Farina and into the representations made in both applications concerning the business and broadcast interests of their principals.

19. Intimately connected with the inquiry must be a complete investigation of the obvious involvement of Fericola in the financial dealings of Farina. A serious question is raised as to Fericola's interest in Farina's application in view of the substantial sums advanced by him to Farina and in view of Fericola's admittedly active role in obtaining additional funds for Farina from other Radio Voice principals. Fericola's attempt to explain his claimed investments in a proposed Hammonton station and in a patentable control process is completely unsatisfactory since he is unable to furnish the details of said investments for lack of knowledge. Even though Fericola admits his role as a contact between Farina and Radio Voice principals and states that he advanced money to Farina between 1960 and 1964, he disclaims any knowledge of Farina's use of the advanced funds. Such statements made in the Radio Voice response serve only to create the doubt that they were intended to destroy. It must be noted that, if Fericola or any other Radio Voice principals possessed other business or broadcast interests when the Radio Voice application was filed, such interests should have been disclosed to the Commission.

20. Another question raised by the Bureau's investigation concerns the accuracy of financial representations made by Fericola in the Radio Voice application. In order to advance \$25,000 to Farina in 1960, Fericola admits that he was required to use his brother-in-law's credit resources insofar as a \$10,000 loan was concerned, to sell a stock interest, and to borrow on his life insurance. Despite Fericola's claim in the Radio Voice application of net liquid assets (including cash, cash surrender value of life insurance, government bonds and securities listed on major exchanges) of more than \$25,000 as of January 23, 1962, the Board notes, at the Bureau's suggestion, that Fericola continued to repay the \$10,000 loan in modest amounts. Fericola admits that his previous financial claim concerning the listing of his stocks on major exchanges was in error and, in an attempt to cure this deficiency, he submits a revised financial statement of January 23, 1962. He makes no effort, however, to explain the effect of subsequent events (such as the payment to Farina in April 1964) upon his financial condition. In view of the serious doubts raised by the Bureau's motion and compounded by the Radio Voice response; and in view of the statements of net worth submitted by Radio Voice principals and of the subsequent

funds advanced to Farina by Fericola and other principals, the Board will include a financial qualifications issue in the remanded proceeding.

21. The Board's decision to reopen the record in this proceeding does not represent a determination of the questions raised by the Bureau. However, it is clear that the Bureau has adequately demonstrated the need for further inquiry into the areas already discussed in this opinion. Accordingly, the Board will grant the Bureau's requests to reopen the record and to enlarge the issues in this proceeding and in the Connecticut Coast Broadcasting Co. (Bridgeport, Conn.) proceeding (Docket No. 14830).²¹ Insofar as these proceedings involve a determination of common issues, the Board will order consolidation of the proceedings in order to avoid duplication of work and to expedite the resolution of both proceedings. The Board, therefore, will remand these proceedings to the Hearing Examiner for further hearings and for the issuance of a Supplemental Initial Decision. In the event that the Examiner concludes that Radio Voice possesses the requisite basic qualifications to be a Commission licensee, he may re-evaluate the comparative qualifications of the applicants on the basis of any additional findings and conclusions made by him. In this regard, the Board recommends that the Chief Hearing Examiner designate the Examiner who earlier presided at the Radio Voice proceedings to preside at the further consolidated hearings.

Accordingly, it is ordered, This 15th day of February 1965, That the verified motion to reopen record and add issues, filed July 31, 1964, by the Broadcast Bureau is granted, and this proceeding is remanded to the Hearing Examiner for further proceedings consistent with this opinion, and the issuance of a Supplemental Initial Decision in accordance with such additional findings; and

It is further ordered, That, insofar as this proceeding and the Connecticut Coast Broadcasting Co. (Bridgeport, Conn.) proceeding (Docket No. 14830) involve common issues, the said proceedings are consolidated for the presentation of evidence pursuant to these common issues and for the evaluation of such evidence in the Supplemental Initial Decisions to be issued with respect to both proceedings; and

It is further ordered, That the following issues are added to this proceeding:

(a) To determine all facts regarding financial transactions involving principals of Radio Voice of Central New York, Inc., on the one hand and John J. Farina on the other hand.

(b) To determine whether any of the principals of Radio Voice of Central New York, Inc., had knowledge of or participated in misrepresentations or concealments of fact with regard to the application of John J. Farina trading as

²¹ By separate order issued this date, the Board also granted the Bureau's request to reopen the records and to enlarge the issues concerning the qualifications of Connecticut Coast Broadcasting Co., of which Daniel J. Fericola is one of the principals (co-partner).

Mount Holly-Burlington Broadcasting Co.

(c) To determine whether any of the principals of Radio Voice of Central New York, Inc., misrepresented or concealed facts in applications filed with the Federal Communications Commission.

(d) To determine in light of the foregoing whether Radio Voice of Central New York, Inc., and its principals have the requisite qualifications to be licensees of the Federal Communications Commission.

(e) To determine whether Radio Voice of Central New York, Inc., is financially qualified to construct and operate its proposed broadcast facility at Syracuse, N.Y.

Released: February 16, 1965.

FEDERAL COMMUNICATIONS
COMMISSION,²⁴

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 65-1815; Filed, Feb. 19, 1965;
8:48 a.m.]

FEDERAL MARITIME COMMISSION

STATES STEAMSHIP CO. AND CHINA NAVIGATION CO.

Notice of Agreements Filed for Approval

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

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

Notice of agreement filed for approval by:

Mr. E. N. Bowen, States Steamship Co.,
320 California Street, San Francisco,
Calif. 94104.

Agreement 9423, between States Steamship Co. (delivering carrier) and China Navigation Co. (initial carrier) covers the transportation of general cargo under through bills of lading from loading ports of the initial carrier in New Britain and New Guinea to regular ports of call of the delivering carrier in Hawaii and the Pacific Coast of the United States with transshipment at the

²⁴ Board member Kessler concurring in result only, Board member Nelson not participating.

port of Hong Kong, B.C.C., under terms and conditions set forth in said agreement.

Dated: February 17, 1965.

By order of the Federal Maritime
Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 65-1802; Filed, Feb. 19, 1965;
8:46 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. E-7206, E-7207]

DETROIT EDISON CO. AND CONSUMERS POWER CO.

Order Designating Applications for Hearing; Correction

FEBRUARY 12, 1965.

In the Order Designating Applications for Hearing, issued February 4, 1965, and published in the FEDERAL REGISTER February 11, 1965 (F.R. Doc. 65-1469; 30 F.R. 1960); correct the first sentence in the second column to read as follows: "The Executive Order contemplates that the issuance of a permit will be based upon a finding that the Commission's action is consistent with the public interest."

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-1792; Filed, Feb. 19, 1965;
8:45 a.m.]

[Docket No. E-7002]

UNITED STATES DEPARTMENT OF THE INTERIOR AND SOUTHEASTERN POWER ADMINISTRATION

Notice of Request for Approval of Rates

FEBRUARY 15, 1965.

Notice is hereby given that the Secretary of the Interior, on behalf of the Southeastern Power Administration (SEPA), has filed with the Federal Power Commission a request for a 5-year extension of the Commission's current confirmation and approval of the long-term wholesale power rates and charges applicable to power sold from the John H. Kerr and Philpott projects. Approval is requested for the period beginning July 1, 1965 and ending June 30, 1970.

The proposed rates and charges are contained in the following three rate schedules and two contracts:

1. KP-1 applicable to the sale of power generated at both the John H. Kerr and Philpott projects to preference customers within the service area of Virginia Electric and Power Co.

2. KP-2 (revised) applicable to the sale of dump energy from the John H. Kerr and Philpott projects to Virginia Electric and Power Co. and Carolina Power and Light Co.

3. JHK-1 applicable to the sale of power generated at the John H. Kerr project to preference customers within the service area of Carolina Power and Light Co.

4. Contract dated March 24, 1961 between Southeastern Power Administration and Virginia Electric and Power Co.

5. Contract dated December 7, 1955 between Southeastern Power Administration and Carolina Power and Light Co.

The above rate schedules and contracts are on file with the Commission for public inspection. Any person desiring to make comments or suggestions for Commission consideration with respect to the proposed rates and charges should submit the same in writing on or before March 26, 1965, to the Federal Power Commission, Washington, D.C., 20426.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-1793; Filed, Feb. 19, 1965;
8:45 a.m.]

FOREIGN-TRADE ZONES BOARD

[Order No. 65]

RESOLUTION APPROVING APPLICATION OF THE STATE OF HAWAII, AND ORDER AUTHORIZING ISSUANCE OF GRANT FOR A FOREIGN-TRADE ZONE AT HONOLULU, HAWAII

Proceedings of the Foreign-Trade Zones Board, Washington, D.C.

Resolution and order. Pursuant to the authority granted in the Foreign-Trade Zones Act of June 18, 1934 (48 Stat. 998-1003; 19 U.S.C. 81a-81u), as amended, the Foreign-Trade Zones Board has adopted the following resolution and order:

The Board having considered the matter: *It is ordered.* "Following an examination, the amended application from the Director, Department of Planning & Economic Development of, and on behalf of, the State of Hawaii, for the privilege of establishing, operating, and maintaining a foreign-trade zone at Honolulu, Hawaii, is found to be in proper order and in compliance with the Foreign-Trade Zones Act, as amended, and the rules and regulations made thereunder. Now, therefore, said application for a grant is approved; and the Secretary of Commerce is hereby authorized and directed to sign and issue in favor of the State of Hawaii a grant permitting the establishment, operation, and maintenance of a foreign-trade zone at Honolulu, Hawaii, in conformance to the application, as amended, on file with the Foreign-Trade Zones Board. It is therefore ordered, that a copy of this grant be made a part of the official records of this Board. This grant is issued subject to settlement locally by the District Collector of Customs and the District Engineer with the applicant regarding compliance with the respective requirements for the protection of the revenue of the United States and the installation of physical facilities of the zone within a reasonable time after issuance of the grant."

GRANT TO ESTABLISH, OPERATE, AND MAINTAIN A FOREIGN-TRADE ZONE AT HONOLULU, HAWAII

Whereas, by an Act of Congress approved June 18, 1934, an Act "To provide

for the establishment, operation, and maintenance of foreign-trade zones in ports of entry of the United States, to expedite and encourage foreign commerce, and for other purposes" (48 Stat. 998-1003; U.S.C. Title 19 § 81a-81u), as amended, hereinafter referred to as "the Act," the Foreign-Trade Zones Board, hereinafter referred to as "the Board," is authorized and empowered to grant to corporations the privilege of establishing, operating, and maintaining foreign-trade zones in or adjacent to ports of entry under the jurisdiction of the United States; and,

Whereas, the State of Hawaii, hereinafter referred to as "the grantee," has, through its Department of Planning & Economic Development, a public agency and instrumentality of that State, made application in due and proper form to the Board for the establishment, operation, and maintenance of a foreign-trade zone, designated on the records of the Board as Zone No. 9, at Honolulu, Hawaii, as shown on the map accompanying said application, marked as Exhibit No. 10; and,

Whereas, notice of said application has been given and published, and full opportunity has been afforded all interested parties to be heard; and,

Whereas, the Board has found the proposed plans and location are suitable for the accomplishment of the purposes of a foreign-trade zone under the Act and that the facilities and appurtenances which in said application it is proposed to provide are sufficient;

Now, therefore, the Board, subject to the provisions, conditions, and restrictions of the Act and all of the rules and regulations made thereunder, hereby grants to the Grantee the privilege of establishing, operating, and maintaining a foreign-trade zone, designated on the records of the Board as Zone No. 9, at the specific location mentioned above and more particularly described on the map accompanying said application, marked Exhibit No. 10, said grant being subject to the provisions, conditions, and restrictions of the Act and of all rules and regulations made thereunder, to the same extent as though the same were fully set forth herein, and also to the following express conditions and limitations, to-wit:

The Grantee shall make no deviation from the maps, plans, specifications, drawings, and blue prints, accompanying the said application and marked Exhibits Nos. 1 to 13, inclusive, before or after completion of the structures or work involved, unless modification of such maps, plans, specifications, drawings, and blue prints, has previously been submitted to and has received the approval of the Board.

The work of construction under this grant shall commence immediately following the date of the grant; said work shall be diligently prosecuted to completion and the work of construction shall be completed and operation of the zone shall be commenced by the Grantee within a reasonable time from the date of issuance of the grant. The Grantee shall notify the United States District Engineer in whose district the zone is located of the date upon which work will

begin and as far in advance thereof as the District Engineer may reasonably specify, and shall notify him promptly in writing of any suspension of construction for a period of more than one week, and of its resumption and completion.

The Grantee shall fully comply with all applicable provisions of the laws for the protection and preservation of the navigable waters of the United States, and shall secure legally required authorization and approval for work in navigable waters of the United States. The grant herein made shall not be construed as conveying such approval.

The Grantee shall allow officers and employees of the United States of America free and unrestricted access in, to, and throughout said zone in the performance of their official duties.

This grant shall not be construed to relieve the Grantee from liability for injury or damage to the person or property of others occasioned by the construction, operation, or maintenance of said zone, and in no event shall the United States of America be liable therefor.

This grant is issued subject to settlement locally by the District Collector of Customs and the District Engineer with the applicant regarding compliance with the respective requirements for the protection of the revenue of the United States and the installation of physical facilities of the zone within a reasonable time after issuance of the grant.

In witness whereof, the Foreign-Trade Zones Board has caused its name to be signed and its seal to be affixed hereto by its Chairman and Executive Officer, John T. Connor, at Washington, D.C., this 15th day of February 1965, pursuant to Order of the Board.

FOREIGN-TRADE ZONES
BOARD,

JOHN T. CONNOR,
Chairman and
Executive Officer.

[SEAL]

Attest:

RICHARD H. LAKE,
Executive Secretary.

CERTIFICATE BY EXECUTIVE SECRETARY

I, Richard H. Lake, Executive Secretary of the Foreign-Trade Zones Board, do hereby certify that the following is a true extract of minutes of the Foreign-Trade Zones Board proceedings held on the 2d day of February 1965, relating to the grant described therein: "Following an examination, the amended application from the Director, Department of Planning & Economic Development of, and on behalf of, the State of Hawaii, for the privilege of establishing, operating, and maintaining a foreign-trade zone at Honolulu, Hawaii, is found to be in proper order and in compliance with the Foreign-Trade Zones Act, as amended, and the rules and regulations made thereunder. NOW, THEREFORE, said application for a grant is approved; and the Secretary of Commerce is hereby authorized and directed to sign and issue in favor of the State of Hawaii a grant permitting the establishment, operation, and maintenance of a foreign-trade zone at Honolulu, Hawaii, in conformance to the application, as amended, on file with the Foreign-Trade Zones Board. It is

therefore ordered, that a copy of this grant be made a part of the official records of this Board. This grant is issued subject to settlement locally by the District Collector of Customs and the District Engineer with the applicant regarding compliance with the respective requirements for the protection of the revenue of the United States and the installation of physical facilities of the zone within a reasonable time after issuance of the grant."

Witness my hand and the seal of the Foreign-Trade Zones Board this 15th day of February 1965.

RICHARD H. LAKE,
Executive Secretary.

[P.R. Doc. 65-1788; Filed, Feb. 19, 1965; 8:45 a.m.]

OFFICE OF THE SPECIAL REPRESENTATIVE FOR TRADE NEGOTIATIONS

Trade Information Committee

[Docket No. 65-1]

SUPPLEMENTAL NOTICE OF ARTICLES TO BE CONSIDERED FOR TRADE AGREEMENT CONCESSIONS

Notice of Public Hearing

TIMETABLE

1. Requests to present oral testimony must be received by March 23, 1965.
2. Written briefs must be received by April 2, 1965.
3. Hearing begins April 6, 1965.

1. *Notice of Public Hearing.* Pursuant to section 223 of the Trade Expansion Act of 1962 (19 U.S.C. 1843), section 3(g) of Executive Order No. 11075 of January 15, 1963, as amended (48 CFR 1.3(g)), section 3 of Directive No. 1 of the Office of the Special Representative for Trade Negotiations (48 CFR 202.3) and section 2(a) of the Regulations (48 CFR 211.2(a)), the Trade Information Committee (hereinafter referred to as the Committee) in the Office of the Special Representative for Trade Negotiations has ordered a public hearing to be held concerning the supplemental notice of articles to be considered for trade agreement concessions published this day by the President¹ in the FEDERAL REGISTER (hereinafter referred to as the supplemental notice).

2. *Subject matter of public hearing.* The subject matter of the public hearing will include any matter which pertains to the supplemental notice and is required to be heard by section 223 of the Trade Expansion Act of 1962 (19 U.S.C. 1841). That section provides, in pertinent part, that any interested person may present his views "concerning any article on a list published pursuant to section 221, any article which should be so listed, any concession which should be sought by the United States or any

¹ See P.R. Doc. 65-1904, Title 3, *supra*. See also P.R. Doc. 65-1896, Tariff Commission, *infra*.

other matter relevant to such proposed trade agreement." The supplemental list gives notice that certain tropical hardwood lumber will be considered for reduction or elimination of duty pursuant to section 213 of the Trade Expansion Act of 1962 (19 U.S.C. 1833).

3. *Time and place of public hearing.* The public hearing will commence on Tuesday, April 6, 1965 at 2 p.m. It will be held in the Tariff Commission Hearing Room, Eighth and F Streets NW., Washington, D.C.

4. *Requests to present oral testimony.* All requests to present oral testimony must be received by the Executive Secretary of the Committee not later than March 23, 1965. Requests to present oral testimony must conform with the Regulations of the Committee (48 CFR Part 211). Requests shall be submitted in an original and three copies and must include the following information:

(a) The name, address, and telephone number of the party submitting the request;

(b) The name, address, telephone number and official position of the person submitting the request on behalf of the party referred to in subparagraph (a);

(c) The description and TSUS item number (to the extent practicable) of the commodity or commodities in which the party has an interest;

(d) A brief indication of the interest of, and the position to be taken by, the party;

(e) The name, address and telephone number of the person (or persons) who will present oral testimony; and

(f) The amount of time requested for the presentation of oral testimony, and if more than 15 minutes is requested, the reasons therefor.

Each party submitting a request will be notified of the Committee's disposition thereof. Each party whose request is granted will also be notified of the date on which he is scheduled to appear and the amount of time allotted for his presentation. The Committee reserves the right to restrict the time allotted for oral presentation. Any party whose request is denied will be notified of the reasons therefor.

5. *Submission of written briefs.* Any interested party may submit a written brief to the Committee concerning the subject matter of this hearing. Each party presenting oral testimony must file a brief. All briefs must be filed with the Executive Secretary not later than April 2, 1965.

Briefs must conform to the Regulations of the Committee (48 CFR Part 211). Briefs must be submitted in twenty (20) copies, one of which must be made under oath or affirmation. In addition, each brief shall clearly designate, on the first page, the name and address of the party submitting the brief, the description and TSUS item number or numbers of the commodities to which the brief pertains, and the subject matter of the brief.

6. *Rebuttal briefs.* In order to assure each party equal opportunity to contest the information provided by other interested parties, the Committee will en-

tain rebuttal briefs filed by any party within two weeks after the conclusion of the public hearing. Rebuttal briefs shall conform, in form and number, to the Regulations of the Committee and the provisions of this Notice applicable to written briefs. Rebuttal briefs should be strictly limited to demonstrating errors of fact or analysis not pointed out in the briefs or hearings, and should be as concise as possible.

7. *Information exempt from public inspection.* Parties are referred to sections 7 and 8 of the Regulations of the Committee (48 CFR 211.7 and 211.8) for the regulations concerning information exempt from public inspection. In addition, the following should be noted: (1) Requests to present oral testimony should contain no confidential information, and any requests marked "For Official Use Only" will not be accepted. (2) Every written brief containing confidential information must present in nonconfidential form, on separate pages, a statement of the party's position and supporting arguments sufficient to inform any other party of the arguments he must meet in order to oppose the position taken in the brief.

8. *Public inspection of written materials.* Subject to the regulations of the Committee, and in particular sections 7 and 8 (48 CFR 211.7 and 211.8), all written materials filed with the Committee in connection with this hearing will be open to public inspection, by appointment, at the office of the Executive Secretary, Room 115, Executive Office Building, 17th Street and Pennsylvania Avenue NW., Washington, D.C., 20506, Phone: 382-1911. Transcripts of the hearings will also be available for inspection, but neither transcripts nor briefs will be available for reproduction. Transcripts may be purchased from the official reporter.

9. *Communications.* All communications with regard to these hearings should be addressed to: Executive Secretary, Trade Information Committee, Office of the Special Representative for Trade Negotiations, Room 115, Executive Office Building, 17th Street and Pennsylvania Avenue NW., Washington, D.C., 20506.

SIDNEY PICKER, Jr.,
Executive Secretary.

[F.R. Doc. 65-1868; Filed, Feb. 19, 1965;
9:35 a.m.]

TARIFF COMMISSION

[TEA-221(b)-2]

PRESIDENT'S SUPPLEMENTAL LIST OF ARTICLES FOR POSSIBLE CONSIDERATION IN TRADE AGREEMENT NEGOTIATIONS

Notice of Investigation and Hearings

1. Tariff Commission public hearings will begin on April 6, 1965.

2. The final date for filing requests to testify at the Tariff Commission public hearings is March 23, 1965.

On February 19, 1965, the President, pursuant to section 201(a) of the Trade

Expansion Act of 1962 (hereinafter referred to as "the Act"), furnished the U.S. Tariff Commission (hereinafter referred to as "the Commission") a supplemental list of tropical agricultural or forestry commodities (hereinafter referred to as the "President's list") to be considered for reduction of duty to a rate below 50 percent of the rate existing on July 1, 1962, including the elimination of duty, in connection with trade-agreement negotiations to be conducted under the Act. The President's list is published in the FEDERAL REGISTER concurrently with this notice.

I. *Investigation instituted.* In accordance with Part 205 of the Commission's Rules of Practice and Procedure, the Commission has instituted an investigation for the purpose of obtaining, to the extent practicable, information of the kind described in section 221(c) of the Act for use in connection with the preparation of advice to the President required by section 221(b) of the Act, namely, advice with respect to each article included in the President's list of the Commission's judgment as to the probable economic effect of modifications or eliminations of duty on industries producing like or directly competitive articles.

II. *Procedure for conduct of hearings and submission of written views.* A. Public hearings in connection with the investigation will commence at 10 a.m. on Tuesday, the sixth day of April, 1965, in the hearing room, Tariff Commission Building, 8th and E Streets NW., Washington, D.C.

1. Requests to appear at the public hearings must be filed in writing with the Secretary of the Commission on or before March 23, 1965. Such requests must contain the following information:

a. The item number or numbers in the Tariff Schedules of the United States covering the article or articles on which testimony will be presented.

b. The name and organization of the witness or witnesses who will testify, and the name, address, telephone number, and organization of the person filing the request.

c. A statement indicating whether the testimony to be presented will be on behalf of importer or domestic-producer interests.

d. A careful estimate of the aggregate time desired for presentation of oral testimony by all witnesses for whose appearances the request is filed.

2. Notification of date of appearance: Persons who have properly filed requests to appear will be individually notified in advance of the date on which they will be scheduled to present oral testimony and of the time allotted for presentation of such testimony.

3. Written statements: Supplemental written statements will be allowed in all cases, and should be submitted at the time of presentation of oral testimony.

4. Questioning of witnesses will be limited to members of the Commission.

B. Written information and views in lieu of appearance at the public hearings may be submitted by interested persons.

¹ See F.R. Doc. 65-1904, Title 3, *supra*.

A signed original and nineteen true copies of such statements shall be submitted. Business data which it is desired shall be treated as confidential shall be submitted on separate sheets, each clearly marked at the top "Business Confidential." All written statements, except for confidential business data, will be made available for inspection by interested persons. To be assured of consideration by the Commission, written statements in lieu of appearance should be submitted at the earliest practicable date, but not later than April 6, 1965.

III. *Related hearings before the Trade Information Committee.* Published in the FEDERAL REGISTER concurrently with this notice is an announcement by the

Trade Information Committee¹ regarding public hearings to be held by the Committee on the articles included in the President's list, to begin on April 6, 1965. Oral testimony and written statements of interested persons received by the Commission in connection with its investigation for the purposes of section 221 of the Act will be made available by the Commission to the Trade Information Committee. Accordingly, as stated in the Trade Information Committee's notice, appearance before the Trade Information Committee for the

¹ See F.R. Doc. 65-1868, Office of the Special Representative for Trade Negotiations, *supra*.

purpose of submitting the same information, although permissible, will not be necessary.

IV. *Communications to be addressed to Secretary.* All communications regarding the Commission's investigation should be addressed to the Secretary, United States Tariff Commission, Washington, D.C., 20436.

Issued February 19, 1965.

By direction of the United States Tariff Commission.

[SEAL]

DONN N. BENT,
Secretary.

[F.R. Doc. 65-1896; Filed, Feb. 19, 1965; 10:45 a.m.]

CUMULATIVE LIST OF CFR PARTS AFFECTED—FEBRUARY

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during February.

1 CFR	Page	5 CFR—Continued	Page	7 CFR—Continued	Page
Ch. I	1727	338	1029	PROPOSED RULES—Continued	
3 CFR		351	1173	1064	2317
PROCLAMATIONS:		733	1931	1065	1857
3298 (amended by Proc. 3637)	1973	771	1727	1103	2058
3634	1105	6 CFR		1104	1289
3635	1107	Ch. V	2129	1105	2058
3636	1109	7 CFR		1127	1119
3637	1973	Ch. I	2129	1135	1802
EXECUTIVE ORDERS:		Ch. II	2129	1137	1802
Dec. 9, 1852 (revoked in part by PLO 3544)	2215	301	2095	8 CFR	
Aug. 30, 1911 (revoked in part by PLO 3540)	2214	362	1728	103	1030
Mar. 21, 1914 (revoked in part by PLO 3535)	2213	401	2303	212	1031
July 10, 1919 (revoked in part by PLO 3535)	2213	404	2303	214	1031
Jan. 26, 1920 (revoked in part by PLO 3535)	2213	408	2303	242	2021
May 3, 1922 (revoked in part by PLO 3535)	2213	718	1281	264	1031
April 17, 1926 (revoked in part by PLO 3535)	2213	722	2017, 2018	299	1032
1747 (revoked by PLO 3539)	2214	811	2206	9 CFR	
1956 (revoked by PLO 3542)	2215	814	1030	Ch. I	2135, 2247
2216 (revoked in part by PLO 3532)	1288	849	2129	Ch. II	2247
10530 (superseded in part by EO 11196)	1171	Ch. IX	2129	76	1975
10573 (superseded by EO 11196)	1171	905	1281, 2019	78	2307
10852 (superseded by EO 11196)	1171	907	1282, 2019, 2207, 2305	201	2207
11184 (superseded in part by EO 11196)	1171	908	2019, 2245, 2306	PROPOSED RULES:	
11189 (amended by EO 11195)	1169	909	2020	91	1945
11195	1169	910	1282, 2021, 2306	131	1816
11196	1171	911	2207	10 CFR	
11197	1721	912	1282	140	1186
11198	1929	927	1283	12 CFR	
PRESIDENTIAL DOCUMENTS OTHER THAN PROCLAMATIONS AND EX- ECUTIVE ORDERS:		970	1728	11	2308
Memorandum of February 1, 1965	1725	Ch. X	2129	561	1032
Notice of February 18, 1965	2301	1104	2245	PROPOSED RULES:	
5 CFR		Ch. XI	2247	545	2222
213	1029,	1421	1247	13 CFR	
1111, 1247, 1931, 2195, 2245, 2303	2303	1472	1250	101	1835
		1486	1178	107	1187
		1488	2129	121	2247
		Ch. XVI	2247	14 CFR	
		PROPOSED RULES:		39	1032,
		26	1118	1187, 1239, 1975, 2103, 2133, 2134,	
		201	1945	2256.	
		319	1119, 2106	47	1283
		362	2033	61	2195
		Ch. IX	1984	63	2195
		959	1945	65	2195
		1012	2263	67	2195
		1013	1048		
		1036	2279		
		1061	2317		

14 CFR—Continued	Page
71	1033-
	1036, 1111-1113, 1188-1190, 1239, 1283, 1835-1837, 1975-1977, 2197, 2198, 2257.
73	1035, 1036, 1189, 1239
75	1036, 1113, 1190, 1191
77	1837
97	1240, 1791, 2199
143	2195
159	1037
241	1191
1245	1844
PROPOSED RULES:	
39	1297
63	1196
71	1052-
	1057, 1120, 1122-1126, 1200-1202, 1257, 1258, 1297, 1299-1301, 1816, 1817, 1873-1877, 1951, 1993, 1995, 1996, 1999, 2000, 2106-2108, 2110, 2111, 2157, 2221, 2285.
73	1057, 1126, 1877, 2000, 2111, 2157
75	1876
302	2156
15 CFR	
6	1250
208	2021
368	1402
370	1405
371	1410
372	1417
373	1427
374	1451
375	1455
376	1456
377	1457
379	1458
380	1471
381	1475
382	1478
383	1500
384	1501
385	1503
398	1508
399	1512
16 CFR	
13	1113-1115, 1250-1252, 1284, 1777-1779, 1934, 2308.
300	2257
PROPOSED RULES:	
303	1058
17 CFR	
1	2258
15	1191
19	1191
230	2021
240	2021
274	2135
PROPOSED RULES:	
270	2111
19 CFR	
18	1845
PROPOSED RULES:	
11	2317
19	2317
20	1196
24	2317
20 CFR	
602	1935
21 CFR	
2	1252
3	1845, 2103
19	1253
42	1779

21 CFR—Continued	Page
120	2104, 2258
121	1254, 1255, 1935, 1937, 2026, 2212, 2258, 2259.
130	2315
141	1779
141a	1780, 1785
141c	1780
141e	1780
146a	1780, 1785
146b	1781
146c	1255
148b	1781
148c	1781
148e	1782
148h	1256, 1782
148i	1783
148j	1784
148m	1784
148n	1784
148p	1785
148s	1785
148t	1785
191	1787
PROPOSED RULES:	
17	1257
27	1296
121	2034
24 CFR	
207	1727
213	1728
608	1728
26 CFR	
1	1037, 1173
147	1937
301	1116
PROPOSED RULES:	
1	1048, 2031, 2106
27 CFR	
5	1846
28 CFR	
0	1800, 2316
3	2316
29 CFR	
601	1938
778	1076
30 CFR	
222	1041
PROPOSED RULES:	
11	1989
12	1989
13	1989
14	1990
14a	1990
18	1990
19	1990
20	1991
21	1991
22	1991
23	1991
24	1991
25	1991
26	1992
27	1992
31	1992
32	1992
33	1993
34	1993
35	1993
36	1993
31 CFR	
203	2150
270	1192
505	1284

32 CFR	Page
1	1729
2	1732
3	1733
4	1733
6	1735
7	1735
8	1742
9	1743
10	1743
11	1744
13	1744
16	1764
30	1764
125	1284
163	1978
823	1938
834	1041
860	1978
882	1041
887	1938
888	2309
920	1041
1001	1775, 2309
1002	1776, 2309
1003	1776
1007	1777
1453	2313
1606	2150
1710	1777
32A CFR	
OEP (CH. I):	
DMO 9700.1	1939
OEP Clr. 9700.1	1939
OIA (CH. X):	
OI Reg. 1	2212
33 CFR	
1	1192
62	1044
74	1192
203	2259
204	1193
207	2104, 2259
36 CFR	
PROPOSED RULES:	
1	1857
38 CFR	
3	2104
17	1787
39 CFR	
5	1846
13	2195
16	1940, 2105
22	1193, 2150
24	1846, 2313
43	2314
45	2314
PROPOSED RULES:	
13	2152, 2221
16	2152, 2153
24	2152, 2153
31	1872
43	2154
45	2155
41 CFR	
1-2	2208
1-16	2208
3-60	1847
5-3	1045
5-7	1045
5-12	1045
5-16	1047
5-19	2211
5-53	1047
8-4	2212
8-12	2314

41 CFR—Continued	Page	43 CFR—Continued	Page	46 CFR—Continued	Page
8-75	2212	PUBLIC LAND ORDERS—Continued		35	2219
9-2	1288	3545	2261	40	2219
101-6	1256	3546	2261	51	2030
101-15	1256	3547	2261	52	2030
101-20	1790	3548	2261	53	2030
42 CFR		3549	2262	54	2030
32	2151	3550	2262	55	2030
43 CFR		PROPOSED RULE:		61	2030
4110	2260	1720	2384	98	2030, 2219
PUBLIC LAND ORDERS:		2240	2263, 2385	162	2030
5 (revoked in part by PLO 3549)	2262	2410	2386		
509 (revoked in part by PLO 3541)	2214	46 CFR		2	1849
1507 (revoked in part by PLO 3546)	2261	10	2026	73	1047, 1851, 1853-1855
3510 (amended by PLO 3533)	1194	14	2027	74	1849
3530	1193	51	2027	97	1943
3531	1194	52	2027	PROPOSED RULES:	
3532	1288	53	2027	2	1878
3533	1194	54	2027	21	1878
3534	1194	55	2027	25	1878
3535	2213	56	2028	73	1057
3536	2213	57	2028	49 CFR	
3537	2213	61	2028	120	1983
3538	2260	94	2028	PROPOSED RULES:	
3539	2214	98	2028	72	1301
3540	2214	111	2028	73	1302
3541	2214	157	2028	74	1306
3542	2215	164	2028	77	1306
3543	2215	272	1983	78	1307
3544	2215	510	1849	170	1127, 1878
		PROPOSED RULES:		50 CFR	
		12	2219	33	2215
		25	2219		

RECEIVED JAN 20 1965

FEDERAL REGISTER

VOLUME 30 • NUMBER 35

Saturday, February 20, 1965 • Washington, D.C.

PART II

Department of the Interior
Bureau of Land Management

•
Programs and
Objectives;
Public Sales



DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[43 CFR Part 1720, Subpart 2243,
Part 2410]

PROGRAMS AND OBJECTIVES; PUBLIC SALES; LAND CLASSIFICATION

Notice of Proposed Rule Making

Basis and purpose. Notice is hereby given that it is proposed to add new Part 1720, Programs and Objectives, to Subchapter A, Chapter II, Title 43, Code of Federal Regulations, as set forth below. This addition establishes basic policy of the Department of the Interior for the disposition and management for multiple use of public lands administered by the Bureau of Land Management. While this addition does not require public review pursuant to statute, it is made available for review along with the complete revision of Part 2410 which includes the proposed regulations providing for the classification criteria necessary to the implementation of the Classification and Multiple Use Act approved September 19, 1964 (78 Stat. 986; 43 U.S.C. 1411-18).

Notice is also given that it is proposed to amend Subpart 2243, Part 2240, Subchapter B, Chapter II, Title 43, Code of Federal Regulations, as set forth below. This amendment provides regulations necessary to the implementation of the public land sale Act approved September 19, 1964 (78 Stat. 988; 43 U.S.C. 1421-27) which authorizes the sale of public lands that are required for the orderly growth and development of a community or which are chiefly valuable for residential, commercial, agricultural (exclusive of land chiefly valuable for grazing and raising forage crops), industrial, or public uses or development. While this amendment does not require public review pursuant to statute, it, also, is made available for review along with the complete revision of Part 2410 which includes the proposed regulations providing for the classification criteria necessary to the implementation of the Classification and Multiple Use Act previously cited.

Notice is also given, pursuant to the several Acts currently cited in Part 2410; section 3 of the Act of August 28, 1937 (50 Stat. 875; 43 U.S.C. 1181c); the Act of July 31, 1939 (53 Stat. 1244); and section 1 of the Classification and Multiple Use Act approved September 19, 1964 (78 Stat. 986; 43 U.S.C. 1411-18), subject to the fulfillment of the requirements set forth therein; it is proposed to revise Part 2410, Land Classification, Subchapter B, Chapter II, Title 43, Code of Federal Regulations, in its entirety. The purpose of this revision is to prescribe regulations containing criteria by which the Secretary will determine which of the public lands, including those situated in the State of Alaska, exclusively administered by him through the Bureau of Land Management, shall be: (a) Disposed of because they are (1) required for the orderly growth and development of a community, or (2) are chiefly valuable for residential, commercial, agricultural (exclusive of lands chiefly valuable for grazing and raising forage crops), in-

dustrial, or public uses or development; or (b) retained, pending implementation of recommendations of the Public Land Law Review Commission, in Federal ownership and managed for (1) domestic livestock grazing, (2) fish and wildlife development, (3) industrial development, (4) mineral production, (5) occupancy, (6) outdoor recreation, (7) timber production, (8) watershed protection, (9) wilderness protection, or (10) preservation of public values that would be lost if the land passed from Federal ownership.

Notice is also given that, pursuant to section 1 of the Classification and Multiple Use Act approved September 19, 1964 (78 Stat. 986; U.S.C. 1411-18), the Secretary of the Interior or his designee will hold a public hearing on the 25th day of March 1965, beginning at 9 o'clock in the forenoon of the said day, in the auditorium of the Department of the Interior, 18th and C Streets NW., Washington, D.C., for the purpose of considering the proposed regulations. One or more additional public hearings, as may be determined to be necessary or desirable, may be held by the Secretary of the Interior or his authorized representative or representatives at a place or places and time or times to be announced in one or more of the Western States.

Interested persons are invited to participate in the consideration of the proposed regulations by presenting their views, data, or arguments in writing to the Director, Bureau of Land Management, Department of the Interior, Washington D.C., 20240, on or before March 23, 1965, or by presenting their views orally or in writing at the public hearing. Persons wishing to present their views orally are requested to advise the Director, Bureau of Land Management, Department of the Interior, Washington, D.C., 20240, on or before March 23, 1965.

PART 1720—PROGRAMS AND OBJECTIVES

Part 1720, consisting of Subpart 1725, is added to read as follows:

Subpart 1725—Program Policy

Sec.	Purpose.
1725.01	Current administration.
1725.2	Disposal policy.
1725.2-1	Pricing policy.
1725.3	Management policy.
1725.3-1	Priority of use for lands retained for multiple use management.
1725.3-2	Intensity of use and management of lands retained for multiple use management.

AUTHORITY: The provisions of this Part 1720 issued under 78 Stat. 986; 43 U.S.C. 1411-18.

Subpart 1725—Program Policy

§ 1725.01 Purpose.

This subpart lists general and basic policies which will be followed in the implementation of the various public land disposal and management authorities available to the Secretary and administered through the Bureau of Land Management.

§ 1725.1 Current administration.

Pending classification authorized by the Classification and Multiple Use Act

(78 Stat. 986; 43 U.S.C. 1411-18) or other available authority, all lands administered by the Secretary through the Bureau of Land Management will continue to be administered under existing laws in such a manner as to protect public values in the lands and resources therein and thereon.

§ 1725.2 Disposal policy.

Public lands will be transferred out of federal ownership in the most efficient manner possible. This will be accomplished by the following procedures.

(a) Encouragement and assistance will be extended to State, county, and other local governments in master planning and zoning.

(b) Participation of the public and consultation with local government will be invited in the formulation of plans for transfers of public lands.

(c) Timely and orderly identification and disposition of lands required for orderly development of communities or chiefly valuable for residential, commercial, industrial, agricultural, or public use or development will be made.

(d) Practices and procedures will be utilized which will achieve appropriate dispositions with minimum administrative costs.

(e) Priorities will be established based upon availability of funds, urgency of needs for public lands, and resulting economies or effectiveness of Government operations.

§ 1725.2-1 Pricing policy.

The public land laws generally require as consideration for transfer of public lands out of federal ownership, a fair return in the form of one or more of the following: Money, development of the lands, or some public benefit, tangible or intangible. Determination of a fair return will be made in each case in accordance with the following principles:

(a) Wherever feasible, disposals to private persons and profit organizations will be made at not less than fair market values for the interests conveyed and through competitive bidding.

(b) Transfers to States and local government agencies for commercial, or industrial purposes will be at fair market values and through negotiated sales.

(c) Transfer of land to States and local government agencies and to non-profit organizations to be developed for public purposes will be made at prices and other terms that will encourage and facilitate the accomplishment of the public purposes involved.

(d) Where development is required by law or regulation in lieu of less than full payment, there must be appropriate assurance that the development effort will be bona fide and substantial.

§ 1725.3 Management policy.

§ 1725.3-1 Priority of use for lands retained for multiple use management.

No overall priority is assigned by the Classification and Multiple Use Act (78 Stat. 986; 43 U.S.C. 1411-18) or by the Secretary to any specific use. The Secretary or his delegate will authorize that use or combination of uses which will best achieve the objectives of multiple use.

§ 1725.3-2 Intensity of use and management of lands retained for multiple use management.

The lands will be managed for optimum production of the various products and uses for which they are physically and economically suited. The following matters may be considered:

- Existing or future demand for the resource use, value, or commodity.
- Coordination and cooperation with the resource use and management programs of public organizations and private landowners.
- Consistency with national programs.
- Compatibility of the possible uses.

PART 2240—SALES AND EXCHANGES

Subpart 2243—Public Sales

Subpart 2243, Public Sales, is amended to change the caption of existing § 2243.1 to read, "Procedures under R.S. 2455"; existing § 2243.2 is renumbered § 2243.1-6; and the following sections are added:

§ 2243.01 Purpose.

(a) The regulations in §§ 2243.03-2243.1 implement section 2455 R.S., as amended (43 U.S.C. § 1171), which permits the sale of isolated tracts and tracts too rough or mountainous for cultivation.

(b) The regulations in § 2243.2 implement the Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-1427), which authorizes the sale of public lands that are required for the orderly growth and development of a community or which are chiefly valuable for residential, commercial, agricultural (exclusive of lands chiefly valuable for grazing and raising forage crops), industrial, or public uses or development.

§ 2243.2 Procedures under the Act of September 19, 1964.

§ 2243.2-1 General.

(a) *Authority.* The Act authorizes and directs the Secretary to dispose of public lands that are classified for disposal, after a determination that the lands are required for orderly growth and development of a community or are chiefly valuable for residential, commercial, agricultural (exclusive of lands chiefly valuable for raising forage crops), industrial or public uses or development. Such lands shall be sold in tracts not exceeding 5,120 acres, to qualified governmental agencies at appraised fair market value, or to qualified individuals through competitive bidding at not less than the appraised fair market value.

(b) *Objectives.* In the administration of the Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-1427) the Secretary will place on the market, as soon as possible after needs are determined and the proper local zoning authority enacts zoning regulations, public lands classified pursuant to the regulations in Part 2410 of this Chapter as being required for the orderly growth or development of a community or one chiefly valuable for residential, commercial, agricultural (exclusive of lands chiefly valuable for raising forage crops), industrial or public

uses or development. Disposal programs will be scheduled in a manner to make all actions consistent with established or proposed State or local governmental programs and with State, county, and other local governmental master and detailed plans. Disposals within the area of influence of growing communities will be deferred until local governmental master plans have been adopted and zoning regulations are in effect. However, in the absence of master plans, critical needs in such areas of influence may be met if such action appears proper to the authorized officer after consultation with the appropriate local planning and governing officials. Similarly, disposals outside of the area of influence of growing communities may be made where, after consultation with appropriate local planning and governing officials, the authorized officer determines that adequate zoning regulations exist and the disposal would be consistent with the objectives of the local governments involved. Generally, sales to qualified governmental agencies will be preferred to sales to qualified individuals, where the qualified governmental agencies can demonstrate that they are ready, willing, and able to purchase the lands within a reasonable period, considering the urgency of needs for development of the property. The authorized officers of the Bureau of Land Management will cooperate with State, county, and local government agencies to facilitate the achievement of the objectives of these regulations. Reservations and restrictions in patents issued under the act will be kept to the minimum necessary to carry out the requirements of the law, and to protect the public interest in the lands and their development, but in no case will restrictions be imposed to insure proper development of the lands after they have passed from Federal ownership.

(c) *Definitions.* As used in this section:

(1) The term "public land" means vacant, unappropriated, and unreserved public lands in Alaska, or public lands withdrawn by E.O. 6910 of November 26, 1934, as amended, or E.O. 6964 of February 5, 1935, as amended, and not otherwise withdrawn or reserved, or public lands within grazing districts established under section 1 of the Act of June 28, 1934 (48 Stat. 1269), as amended (43 U.S.C. 315), and not otherwise withdrawn or reserved.

(2) The term "fair market value of the lands" means the dollar value of the lands as estimated by the authorized officer in accordance with approved Department of the Interior standards, taking into consideration all the terms and conditions of the transfer including restrictions to be inserted in the patent for the lands.

(3) The term "proper land office" means the land office of the Bureau of Land Management for the State or Land District in which the lands are situated. For lands in States for which there are no land offices, it means the Bureau of Land Management, Washington, D.C., 20240, for lands in North Dakota or South Dakota, it means the land office in Billings, Mont.; for lands in Nebraska or

Kansas, it means the land office at Cheyenne, Wyo.; and for lands in Oklahoma, it means the land office at Santa Fe, N. Mex.

(4) "Qualified governmental agency" means any of the following, including their lawful agents and instrumentalities: (i) The State, county, municipality, or other local government subdivision within which the land is located and (ii) any municipality within convenient access to the lands, if the lands are within the same State as the municipality.

(5) "Qualified individual" means (i) any individual who is a citizen or otherwise a national of the United States (or who has declared his intention to become a citizen) aged twenty-one years or more; (ii) any partnership or association, each of the members of which is a qualified individual as defined in subparagraph (i); and (iii) any corporation organized under the laws of the United States or of any State thereof, and authorized to hold title to real property in the State in which the land is located.

(6) The "Act" means the Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-1427).

§ 2243.2-2 Lands subject to sale.

Only tracts of public land that are classified by the authorized officer, pursuant to the criteria and procedures in Part 2410 of these regulations, for disposal under the Act can be sold pursuant to the regulation in Subpart 2243.2.

§ 2243.2-3 Petition; application; Bureau motion.

(a) The authorized officer may, either on his own motion or in response to a petition for classification, classify lands in accordance with the criteria of Part 2410, and offer them for disposal under the provisions of this subpart.

(b) Applications, together with petitions required under Part 2410 (hereinafter called petition-applications) to have tracts classified and ordered into market under this section of the regulations, shall be made on forms approved by the Director, properly executed by the applicant and filed in the proper land office.

(c) Each petition-application except those filed by a qualified governmental agency must be accompanied by a non-refundable service charge of \$25.

(d) With every petition-application shall be submitted:

(1) A statement designed to show that the lands are needed for urban purposes or for intensive-use purposes, plus information on the type of development contemplated, use to which the land is to be put, structures and other improvements which should be erected on the land, and approximate dates of need for the development.

(2) A statement by local planning and governing officials showing the nature of the zoning regulations which are in effect.

§ 2243.2-4 Notice; publication.

(a) Not less than 90 days before offering for sale lands which have been classified for disposal under the Act in accordance with the procedures in Part 2410,

the authorized officer will notify the head of the governing body of the political subdivision of the State having jurisdiction over zoning in the geographic area within which the lands are located, to afford that body an opportunity to zone the land for use in accordance with local planning and development. In the absence of such political subdivision, notification will be sent to the Governor of the State.

(b) Not less than 30 days before entering into an agreement with a governmental agency or the opening of bids, notice of offering of lands for sale shall be published in the FEDERAL REGISTER and in a newspaper of general circulation in the area in which the lands are situated.

(c) Where lands are sold pursuant to notice prescribed in paragraph (b) of this section, the purchaser or purchasers of the lands will be required to pay the cost of publishing the notice in the newspaper. Where more than one purchaser is involved in a transaction, the costs will be shared in such proportions as the authorized officer deems equitable.

§ 2243.2-5 Sales through competitive bidding; time, place, simultaneous bids.

If classified lands are offered through competitive bidding:

(a) The date, time, and place for submitting bids will be specified in the public notice required by § 2243.2-4(b).

(b) Bids may be made by the principal or his agent, either personally or by mail.

(c) Bids sent by mail will be considered only if received at the place and prior to the hour fixed in the notice. Each bid shall be accompanied by certified check, post office money order, bank draft or cashier's check made payable to the Bureau of Land Management, for the amount of the bid plus cost of publication (as contained in the notice of sale) and must be enclosed in a sealed envelope which shall be marked as prescribed in the notice. In the event that valid bids of the same amount are received through the mail from two or more persons, the first in time as shown by the time and date noted by the post office on the envelope will be considered the highest of those bids. If two or more envelopes containing valid bids of the same amount bear the same time and date stamp, they will be considered simultaneously filed, and the determination of which is the highest of these bids will be by drawing.

(d) The person who is declared by the authorized officer to be the high bidder shall be bound by his bid and the regulations in this section to complete the purchase in accordance therewith unless his bid is rejected or he is released from it by the authorized officer.

(e) The acceptance of an offer to purchase will be by the issuance of a final certificate to the bidder. Until the final certificate is issued, the authorized officer has the right at any time to determine that the lands should not be sold, or that any and all bids should be rejected. Generally, if the high bid is not less than the fair market value of the land on the date for receiving bids, as specified in the public notice issued pursuant to § 2243.2-4(b), any appreciation or depreciation

thereafter in value of the lands will not necessarily be a basis for a determination that the lands will not be sold. Sales will not be consummated, in the discretion of the authorized officer, when for example:

(1) Circumstances reveal that the highest bid otherwise acceptable is less than the fair market value of the land on the date of the sale set in the public notice thereof, or

(2) Collusive or other activities have hindered or restrained free and open bidding.

(f) The petitioner-applicant or any bidder has no contractual or other rights as against the United States, and no action taken will create any contractual or other obligations of the United States until the final certificate is issued. Issuance of the final certificate, however, will not preclude the Secretary of the Interior from vacating the sale in whole or part because of fraud not disclosed at the time of issuance of the final certificate or because of lack of knowledge of facts or conditions existing at that time which, if known prior to issuance of the final certificate, would have been grounds for refusing to consummate the sale.

§ 2243.2-6 Classification; notice; segregative effect.

(a) Classification shall be made in accordance with the provisions of Part 2410 of this chapter.

(b) At least 60 days before classification for disposal under the Act of tracts of land in excess of 2,560 acres, the authorized officer shall publish a notice of the proposed classification in the FEDERAL REGISTER and in a newspaper having general circulation in the area or areas in the vicinity of the land to be classified.

(c) Classification of lands for disposal under the Act and pursuant to the regulations in this subpart will segregate them from all appropriation, including locations under the mining laws, and from other petitions and applications, except to the extent that the classification order or any modification thereof may specifically limit its segregative effect.

(d) The segregative effect of such classification order shall continue for 2 years from the date of publication unless the classification is continued thereafter in accordance with law and pertinent regulations, in which event the segregation shall continue for the duration of the classification, unless sooner terminated by the authorized officer.

(e) Under regulations in this chapter relating to grazing, no lands embraced in a grazing lease, license or permit may be sold unless and until the prospective purchaser has made provision for compensation for any authorized grazing improvements placed on the lands (43 CFR § 4122.3-5).

§ 2243.2-7 Patents; Reservations and restrictions.

(a) All patents or other evidence of title issued under the Act shall contain a reservation to the United States of all mineral deposits. Such reserved mineral deposits are withdrawn, by operation of law, from appropriation under the public

land laws including the mining and mineral leasing laws.

(b) Patents may also contain any additional reservations or restrictions which the authorized officer determines are necessary in the public interest, in the light of the objectives and principles stated in § 2243.2-1(b).

(R.S. 2478; 43 U.S.C. 1201)

PART 2410—LAND CLASSIFICATION

Part 2410 is revised to read as follows:

Subpart 2410—Land Classification; General

Sec.	
2410.0-2	Objectives.
2410.0-3	Authority.
2410.0-4	Responsibilities.
2410.0-5	Definitions.
2410.1	Criteria.
2410.1-1	General criteria for all land classification.
2410.1-2	Retention and multiple use management classification criteria.
2410.1-3	Disposal classification criteria.
2410.1-4	Criteria for segregation.
	Subpart 2411—Procedures
2411.0-3	Authority.
2411.1	Disposal classification procedure.
2411.1-1	Petition-application system.
2411.1-2	Special procedures where proposed disposal classification exceeds 2,560 acres.
2411.1-3	Right to occupy or settle.
2411.1-4	Preference right of petitioner-applicant.
2411.1-5	Opening of lands to disposal.
2411.1-6	Allowance and entry.
2411.2	Procedure for retention and management classifications.

AUTHORITY: The provisions of this Part 2410 issued under sec. 2478, Revised Statutes; 43 U.S.C. 1201.

Subpart 2410—Land Classification; General

§ 2410.0-2 Objectives.

The statutes cited in § 2410.0-3 authorize the Secretary of the Interior, in his discretion, to classify or otherwise take appropriate steps looking to its disposition, and on an interim basis, to classify lands for retention and management, subject to requirements of the applicable statutes. In addition to any requirements of law, it is the policy of the Secretary (a) to specify those criteria which will be considered in the exercise of his discretion, and (b) to establish procedures which will permit the prompt and efficient exercise of his discretion with, as far as is practicable, the knowledge and participation of the interested parties, including the general public.

§ 2410.0-3 Authority.

(a) All vacant public lands, except those in Alaska, have been, with certain exceptions, withdrawn from entry, selection, and location under the nonmineral land laws by Executive Order 6910, of November 26, 1934, and Executive Order 6964 of February 5, 1935, and amendments thereto, and by the establishment of grazing districts under section 1 of the Act of June 28, 1934 (48 Stat. 1269), as amended (43 U.S.C. 315), Section 7 of the Act of June 28, 1934 (48 Stat. 1272), as amended (43 U.S.C. 315f), authorizes the Secretary of the Interior in his discretion to examine and classify

and open to entry, selection, or location under applicable law any lands withdrawn or reserved by Executive Order 6910 of November 26, 1934, or Executive Order 6964 of February 5, 1935, and amendments thereto, or within a grazing district established under that act which he finds are more valuable or suitable for the production of agricultural crops than for the production of native grasses and forage plants, or more valuable or suitable for any other use than for the use provided for under said act, or proper for acquisition in satisfaction of any outstanding lien, exchange, or scrip rights or land grant. Classification under section 7 is a prerequisite to the approval of all entries, selections, or locations under the following subparts of this chapter, except as they apply to Alaska and with certain other exceptions; Original, Additional, Second, and Adjoining Farm Homesteads—Subpart 2211; Enlarged Homestead—Subpart 2211; Indian Allotments—Subpart 2212; Desert Land Entries—Subpart 2226; Recreation and Public Purposes Act—Subpart 2232; State Grants for Educational, Institutional, and Park Purposes—Subpart 2222; Scrip Selections—Subpart 2221, and Exchanges for the Consolidation or Extension of National Forests, Indian Reservations or Indian Holdings—Subpart 2244.

(b) Section 8(b) of the Act of June 28, 1934 (48 Stat. 1272), as amended (43 U.S.C. 315g), authorizes the Secretary of the Interior, when public interests will be benefited thereby, to accept on behalf of the United States title to any privately owned lands within or without the boundaries of a grazing district established under that act and in exchange therefor to issue patent for not to exceed an equal value of surveyed grazing district land or of unreserved surveyed public land in the same State or within a distance of not more than 50 miles within the adjoining State nearest the base lands. The regulations governing such exchanges are contained in Subpart 2244 of this chapter.

(c) Section 2455 of the Revised Statute, as amended (43 U.S.C. 1171), authorizes the Secretary of the Interior in his discretion to order into market and sell at public auction isolated or disconnected tracts of public land not exceeding 1,520 acres, and tracts not exceeding 760 acres the greater part of which are mountainous or too rough for cultivation. The regulations governing such sales are contained in Subpart 2243 of this chapter.

(d) Section 3 of the Act of August 28, 1937 (50 Stat. 875; 43 U.S.C. 1181c), authorizes the Secretary of the Interior to classify, either on application or otherwise, and restore to homestead entry, or purchase under the provisions of section 2455 of the Revised Statutes, as amended, any of the revested Oregon and California Railroad or reconveyed Coos Bay Wagon Road grant land which, in his judgment, is more suitable for agricultural use than for afforestation, reforestation, stream-flow protection, recreation, or other public purposes. The regulations governing disposal under this act are contained in Subpart 2243 of this chapter.

(e) The Small Tract Act of June 1, 1938 (52 Stat. 609), as amended (43 U.S.C. 682a-e), authorizes the Secretary of the Interior, in his discretion, to lease or sell certain classes of public lands which he classifies as chiefly valuable for residence, recreation, business or community site purposes. The regulations governing leases and sales under this act are contained in Subpart 2233 of this chapter.

(f) The Recreation and Public Purposes Act of June 14, 1926 (44 Stat. 741), as amended (43 U.S.C. 869, 869.1-4), requires the Secretary of the Interior, in the exercise of this discretion to make a determination that land is to be used for an established or definitely proposed project, and in the case of Alaska authorizes him to classify certain classes of public lands for lease or sale for recreation or other public purposes. The regulations governing lease and sale of land under this act are contained in Subpart 2232 of this chapter.

(g) The Act of July 31, 1939 (53 Stat. 1144), authorizes and empowers the Secretary of the Interior, in the administration of the Act of August 28, 1937 (50 Stat. 874), in his discretion, to exchange any land formerly granted to the Oregon and California Railroad Co., title to which was revested in the United States pursuant to the provisions of the Act of June 9, 1916 (39 Stat. 218), and any land granted to the State of Oregon, title to which was reconveyed to the United States by the Southern Oregon Company pursuant to the provisions of the Act of February 26, 1919 (40 Stat. 1179), for lands of approximately equal aggregate value held in private, State, or county ownership, either within or contiguous to the former limits of such grants, when by such action the Secretary of the Interior will be enabled to consolidate advantageously the holdings of lands of the United States. The regulations governing exchanges under this act are contained in Subpart 2244 of this chapter.

(h) The Alaska Public Sales Act of August 30, 1949 (63 Stat. 679), as amended (48 U.S.C. 364 a-f), authorizes the Secretary of the Interior in his discretion to classify certain classes of public lands in Alaska for public sale for industrial or commercial purposes. The regulations governing sales of land under this act are contained in Subparts 2241 and 2245 of this chapter.

(i) The Public Land Sale Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-27) authorizes and directs the Secretary of the Interior to dispose of public lands in tracts not exceeding 5,120 acres, that have been classified for disposal in accordance with a determination that (1) the lands are required for the orderly growth and development of a community or (2) the lands are chiefly valuable for residential, commercial, agricultural (which does not include lands chiefly valuable for grazing or raising forage crops), industrial, or public uses or development. The regulations governing such sales are contained in Subpart 2243 of this chapter.

(j) The Classification and Multiple Use Act of September 19, 1964 (78 Stat.

986, 43 U.S.C. 1411-18), authorizes the Secretary of the Interior to determine which of the public lands (and other Federal lands), including those situated in the State of Alaska exclusively administered by him through the Bureau of Land Management shall be (1) disposed of because they are (i) required for the orderly growth and development of a community or (ii) are chiefly valuable for residential, commercial, agricultural (which does not include lands chiefly valuable for grazing or raising forage crops), industrial, or public uses or development or (2) retained, at least for the time being, in Federal ownership and managed for (i) domestic livestock grazing, (ii) fish and wildlife development and utilization, (iii) industrial development, (iv) mineral production, (v) occupancy, (vi) outdoor recreation, (vii) timber production, (viii) watershed protection, (ix) wilderness preservation, or (x) preservation of public values that would be lost if the land passed from Federal ownership.

§ 2410.0-4 Responsibilities.

Except where specified to the contrary in this part, the authority of the Secretary of the Interior to classify lands and make other determinations in accordance with the regulations of this part has been delegated to persons authorized to act in his name; to the Director, Bureau of Land Management and persons authorized to act in his name; to State Directors of the Bureau of Land Management and to any person authorized to act in the name of a State Director.

§ 2410.0-5 Definitions.

As used in the regulations of this part—
(a) "Residential" refers to single or multifamily dwellings, both seasonal and year-round.

(b) "Commercial" refers to the sale, exchange, or distribution of goods and services.

(c) "Industrial" refers to the manufacture and testing of goods and materials, including the production of power, and does not refer to the growing of agricultural crops, or the raising of livestock, or the extraction or severance of raw materials from the land being classified.

(d) "Agricultural" refers to the growing of cultivated crops.

(e) "Community" refers to a village, town or city, or similar political subdivision of a State, whether or not incorporated.

(f) "Domestic livestock" refers to cattle, horses, sheep, goats, and other grazing animals owned by livestock operators, provided such operators meet the qualification set forth in § 4111.1-1 or § 4131.1-3 of this chapter. This definition includes animals raised for commercial purposes and also "domestic livestock" within the meaning of § 4111.3-1(d) (1) of this chapter.

(g) "Fish and wildlife" refers to game, fish and other wild animals native or adaptable to the public lands and waters.

(h) "Mineral" refers to any substance that (1) is recognized as mineral, according to its chemical composition, by the standard authorities on the subject, or (2) is classified as mineral product in

trade or commerce, or (3) possesses economic value for use in trade, manufacture, the sciences, or in the mechanical or ornamental arts.

(l) "Occupancy" refers to use of lands as a site for any type of useful structure whatsoever.

(j) "Outdoor recreation" includes, but is not limited to, hunting, fishing, trapping, photography, hiking, camping, swimming, boating, rock and mineral collecting, sightseeing, mountain climbing, and skiing.

(k) "Timber production" refers to the growth of trees for wood.

(l) "Watershed protection" refers to maintenance of the stability of soil and soil cover and the control of the natural flow of water.

(m) "Wilderness" refers to areas in a native condition or reverted to a natural condition, substantially free of man-made structures.

(n) "Public value" refers to an asset held by, or a service performed for, or a benefit accruing to the people at large.

(o) "Multiple use" means the management of the various surface and subsurface resources so that they are utilized in the combination that will best meet the present and future needs of the American people; the most judicious use of the land for some or all of these resources or related services over areas large enough to provide sufficient latitude for periodic adjustments in use to conform to changing needs and conditions; the use of some land for less than all of the resources; and harmonious and coordinated management of the various resources, each with the other, without impairment of the productivity of the land, with consideration being given to the relative values of the various resources, and not necessarily the combination of uses that will give the greatest dollar return or the greatest unit output.

(p) "Sustained yield of the several products and services" means the achievement and maintenance of a high-level annual or regular periodic output of the various renewable resources of land without impairment of the productivity of the land.

§ 2410.1 Criteria.

§ 2410.1-1 General criteria for all land classification.

(a) All classifications under the regulations of this part must be consistent with all the following criteria:

(1) The lands must be physically suitable or adaptable to the uses or purposes for which they are classified. In addition, they must have such physical and other characteristics as the law may require them to have to qualify for a particular classification.

(2) All present and potential uses and users of the lands will be taken into consideration. All other things being equal, land classifications will attempt to achieve maximum future uses and minimum disturbance to existing users.

(3) To the extent they are not inconsistent with Federal programs, policies, and uses, and will not lead to inequities among private individuals, all land classifications must be consistent with State and local government programs, plans,

zoning, and regulations applicable to the area in which the lands to be classified are located.

(4) All land classifications must be consistent with programs and policies established by the Congress, or the President, to the extent that those policies would affect the use or disposal of the public lands.

(b) When, under the criteria of this part, a tract of land could be classified for either retention for multiple use management, or for some form of disposal, the relative scarcity of the values involved and the availability of alternative means and sites for realization of those values will be considered. The tract will then be classified in a manner which will provide the maximum benefit for the general public.

§ 2410.1-2 Retention and multiple use management classification criteria.

In addition to the general criteria in § 2410.1-1, the following criteria will govern classifications for retention in Federal ownership for multiple use management under the Classification and Multiple Use Act of September 19, 1964 (78 Stat. 986, 43 U.S.C. 1411-18). Retention and management classifications under this act will expire on June 30, 1969, except as otherwise provided in section 8 of the act. To be classified for retention and then committed to multiple use—sustained yield management under section 3 of the act, public lands must have value for one or more of the following purposes:

(a) *Domestic livestock grazing.* Domestic livestock grazing management involves the protection, use, and development of forage producing public lands and the management of livestock use to obtain a sustained yield of forage and livestock products, in accordance with the provision of applicable laws, such as the Taylor Grazing Act, as amended (43 U.S.C. 315-315r), and the Alaska Grazing Act (48 U.S.C. 471-471o). Public lands may be retained for multiple use management if such retention will—

(1) Stabilize the livestock industry dependent on Federal lands, or

(2) Assure effective and economical administration of Federal grazing lands.

(b) *Fish and wildlife development and utilization.* Fish and wildlife development and utilization involves the management and development of habitat to obtain a sustained yield of fish and wildlife, and the provision of access for the utilization of fish and wildlife, under appropriate coordination with interested private landowners, and State and Federal agencies, under provisions of applicable laws, such as section 9 of the Taylor Grazing Act, as amended (43 U.S.C. 315h) and the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661-666c). Public lands may be retained for multiple use management if such retention will—

(1) Provide an area of hunting and fishing ground for the general public, or

(2) Maintain habitat and food supply for the fish and wildlife population dependent upon the public lands and being maintained under Federal and State programs, or

(3) Preserve the habitat of any endangered species facing possible extermination from an important life zone of natural occurrence.

(c) *Industrial development.* Industrial development involves any use or requirement related to industry, on either short-term or long-term basis. Public lands may be retained for multiple use management if such retention will—

(1) Protect resource values, including water, on the land so managed when the industrial use or development is made on a non-exclusive or short-term basis, or

(2) Protect Federal lands and waters adjacent to the land being used for industrial purposes, when the industrial use or development is of a long term and exclusive nature, by means of use stipulations and other techniques which could not be used if the land had passed to non-Federal ownership.

(d) *Mineral production.* Mineral production involves any use related to the extraction and processing of locatable and leasable minerals and saleable mineral materials. Multiple use contemplates development and management of the various surface and subsurface resources in a combination that will best meet the present and future needs of the American people. Under the following circumstances, lands will be retained in Federal ownership to permit management for multiple use, including mineral production,

(1) When prescribed by law, and

(2) When necessary to protect public values.

(e) *Occupancy.* Occupancy involves the use of public lands, on either part-time or full-time basis for any type of useful structure. Lands may be retained for multiple use management if such retention will—

(1) Protect other resource values on the land and on adjacent Federal lands when occupancy is made on a non-exclusive or short-term basis, or

(2) Protect adjacent Federal lands, by means of use stipulations and other techniques which could not be used if the land had passed to non-Federal ownership, when the occupancy is of long term and exclusive nature.

(f) *Outdoor recreation.* Outdoor recreation involves the protection, preservation, development, public use, and enjoyment of scenery, water, primitive or natural landscape (including roadless areas), wildlife, natural phenomena (i.e., petrified wood), and archeological and historical sites. Such activities are designed to further national program for the provision of necessary recreational, conservation and scenic areas and open space (42 U.S.C. 1500), and for the assurance of outdoor recreation resources for present and future generations of Americans (16 U.S.C. 460:1-3). Recreation management will provide for public access to public lands, for construction of recreation facilities where needed, and to the extent practicable, for protection of the health and safety of the using public. Lands may be retained for multiple use management if such retention will—

(1) Provide sites for construction of recreation facilities needed to insure the sanitation and protection of public land

and the convenience of the using public, or

(2) Provide an adequate area for enjoyment of recreational pursuits by the general public.

(g) *Timber production.* Timber production involves the protection, use, and development of forest and woodland areas and the management of these areas to realize the sustained yield of their various products, pursuant to such laws as the Materials Act (30 U.S.C. 601 et seq.). Public lands may be retained and managed for multiple use if such retention will—

(1) Stabilize the lumber industry dependent upon sales from publicly owned timber stands, or

(2) Assure effective and economical administration of timber stands which are on public lands.

(h) *Watershed protection.* Watershed protection involves a combination of complementary practices of land treatment and structural works to maintain or improve total yield, quality, stability of flow of surface and subsurface water, and, pursuant to such laws as the Soil and Moisture Conservation Act (16 U.S.C. 590a) and the Taylor Grazing Act (43 U.S.C. 315-315r), prevention of damage and loss due to excessive and uncontrolled runoff, flooding, salination, and siltation. Public lands may be retained and managed for multiple use if such retention will—

(1) Insure intensive watershed management and treatment to mitigate downstream losses due to excessive flooding and siltation, or

(2) Insure production of waterflow for downstream purposes, such as irrigation, municipal water supply, and other public uses, or

(3) Insure rehabilitation and limited use to correct past soil and watershed damage and to prevent future abuse to highly erodible lands.

(i) *Wilderness preservation.* Wilderness preservation involves the preservation of areas in a roadless and primitive condition. Public lands may be retained for multiple use management if they—

(1) Have wilderness characteristics of sufficient character as to warrant their consideration by the Congress for addition to the National Wilderness Preservation System (78 Stat. 890, 16 U.S.C. 1131-36), or other suitable administration.

(j) *Preservation of public values that would be lost if the land passed from Federal ownership.* Lands may be classified for retention for multiple use management including preservation of public values that would be lost if the land passed from Federal ownership, if one or more of the following situations exist:

(1) The lands are needed to protect or enhance established Federal programs, by such means as provision of buffer zones, control of access, maintenance of water supplies, reduction and prevention of water pollution, exclusion of nonconforming inholdings, maintenance of efficient management areas, provision of research areas, and maintenance of military areas or sites for other government activities.

(2) The lands should be maintained in a status quo pending execution of Federal

executive programs, or enactment of Federal legislation, which would affect them.

(3) The lands should be maintained in a status quo pending their acquisition by a State or local government.

(4) The lands should be maintained in a status quo because policy, authority, funds or procedures are lacking to deal with them adequately in the public interest.

(5) The lands are best suited for multiple use management and require management for a mixture of uses in order to best benefit the community, and such management could not be achieved if the lands were in private ownership.

(6) The lands contain scientific or historical values which would be lost if they were transferred out of Federal ownership.

§ 2410.1-3 Disposal classification criteria.

In addition to the general criteria in § 2410.1-1 the following criteria will govern classifications for disposal. The criteria are set forth in terms of land use classes. Where appropriate, the applicability of specific disposal laws to lands in each use class is discussed.

(a) *General criteria for disposal classification.* The general approach to determine the act under which lands are to be classified and disposed of is as follows:

(1) Consideration under criteria listed in this part will first be given to whether the lands can be classified for retention for multiple use management, for disposal, or for both. If, under these criteria, they could be classified for both, the principles of § 2410.1-1(b) will be applied.

(2) If the lands are found to be unsuited for retention for multiple use management, consideration under the criteria of this part will be given to whether the lands are needed for the orderly growth and development of a community or whether they are chiefly valuable for other use. Lands found to be valuable for public uses or development will be considered chiefly valuable for public uses or development, except in situations where alternate sites are available to meet the public use or development needs involved, at least to the year 2000 A.D. Also, lands which may be classified as chiefly valuable for one of the other uses referred to in listing (a) (2) of subsection 1(a) of the Classification and Multiple Use Act of September 19, 1964 (78 Stat. 986, 43 U.S.C. 1411-18) may, where appropriate, also be classified as needed for the orderly growth and development of a community. When lands are determined to be valuable for more than one of such uses (other than public uses or development) they will be classified as chiefly valuable for their "highest and best uses", i.e., their most profitable legal use in private ownership.

(3) After it is found that the lands are needed for the orderly growth and development of a community or are chiefly valuable for residential, commercial, agricultural, industrial, or public uses or development, consideration will be given to the criteria which follow to determine under what law or laws the lands will be classified and disposed of. An important consideration for this purpose will be whether local zoning officials have suffi-

cient authority to prescribe the terms and conditions for all uses of private lands in the area and to enforce those terms and conditions, irrespective of whether or not the zoning officials actually have exercised their authority.

(b) *Additional criteria for classification of lands required for the orderly growth and development of a community.*

(1) To be required for the orderly growth and development of a community, it must be anticipated that the community will expand to embrace the lands within 15 years.

(2) Lands determined to be required for the orderly growth and development of a community may be classified for sale pursuant to the Public Land Sale Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-27), if (i) zoning regulations are in effect and (ii) local governmental master plans have been adopted.

(3) Lands determined to be required for the orderly growth and development of a community may be classified for disposal under any appropriate law other than the Public Land Sale Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-27), if the disposal under such other authority would be consistent with local master plans, or in the absence of such plans, with the views of local governmental authorities.

(4) Where alternatives are available, the authorized officer will select that course of action which will promote the orderly growth and development of the community, considering all the factors involved in each particular situation.

(c) *Additional criteria for classification of lands valuable for public uses or development.* (1) To be valuable for public uses or development, lands must be suitable for use by a State or local governmental entity or agency for some governmental (as compared to commercial or industrial) program or suitable for use by a non-profit organization for some public purpose or suitable for transfer to a non-Federal interest in a transaction which will benefit a Federal, State, or local governmental program.

(2) Lands found to be chiefly valuable for public uses or development may be classified for sale pursuant to the Public Land Sale Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-27), or for transfer in satisfaction of a State land grant or for transfer to a State or local governmental agency in exchange for other property or for transfer to a governmental agency under any other act of Congress, if (i) the proposed public uses or development include profit activities or if the interested, qualified governmental agency and the authorized officer agree that there is no need for perpetual dedication of the lands to public uses required by the Recreation and Public Purposes Act (44 Stat. 741), as amended (43 U.S.C. 869-869-4), and (ii) in the case of sales under said 1964 act, zoning regulations exist in the area in which the lands are located.

(3) Lands found to be chiefly valuable for public uses or development will ordinarily be classified for disposition under the Recreation and Public Purposes Act (44 Stat. 741), as amended (43 U.S.C.

Subpart 2411—Procedures

869-869-4) (see Subpart 2232) if the proposed public uses or development involve non-profit activities and if it is determined by the authorized officer that the provisions of that act are required to insure the continued dedication of the lands to such public uses or development, or otherwise to carry out the purposes of that act.

(4) Lands may be classified for exchange under appropriate authority where they are found to be chiefly valuable for public uses or development because they have special values, arising from the interest of exchange proponents, for exchange for other lands which are needed for the support of a Federal program.

(d) *Additional criteria for classification of lands valuable for residential, commercial, agricultural, or industrial uses or development.* (1) Lands may be classified as chiefly valuable for residential or commercial, or agricultural, or industrial uses or development if the use for which they are so classified represents the "highest and best use" of the lands, i.e., their most profitable legal use in private ownership.

(2) Lands may be classified for sale pursuant to the Public Land Sale Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-27) if (i) the lands are chiefly valuable for residential, commercial, agricultural, or industrial uses or development (other than grazing use or use for raising native forage crops), and (ii) zoning regulations are in effect, and (iii) county and local governmental master plans have been adopted.

(3) Lands determined to be chiefly valuable for residential, commercial, agricultural, or industrial uses or development may be classified for disposal under any appropriate authority other than the Public Land Sale Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-27) if (i) disposal under such other authority would be consistent with local governmental master plans, or in the absence of such plans, with the views of local governmental authorities.

(4) Lands outside of Alaska may be classified as suitable for homestead entry under Subpart 2211 if they are (i) chiefly valuable for agricultural uses other than uses for grazing or raising native grasses or native forage plants, and (ii) suitable for development as a home and farm for a man and his family under American standards of living. If it is determined that the cultivation of land otherwise suitable for homestead entry would endanger the supply of adequate water for existing users or cause the dissipation of water reserves, such land will not be classified for entry. Land may be classified for homestead entry only if there is available to the land sufficient water to permit agricultural development of its cultivable portions.

(5) Lands may be classified as suitable for desert land entry under Subpart 2226 if (i) the lands are chiefly valuable for agricultural uses other than uses for grazing or raising native grasses or native forage plants, and (ii) the requirements for water supplies set forth in § 2410.1-3(e) (4) are met.

(6) Lands outside of Alaska may be classified as suitable for Indian allotment under Subpart 2212 if (i) the lands are chiefly valuable for agricultural uses other than uses for grazing or raising native grasses or native forage plants, and (ii) the lands are able to support an American Indian family through agriculture, and (iii) the lands are on the whole suitable for a home for an American Indian and (iv) the requirements for water supplies set forth in § 2410.1-3(e) (4) are met.

(7) Lands determined to be valuable for uses or development other than public uses or development may be determined to be suitable for exchange if the acquisition of the offered lands, the disposition of the public lands, and the anticipated costs of consummating the exchange will not disrupt governmental operations.

(e) *Additional criteria for lands valuable for other uses.* Lands may be classified for disposal under any applicable authority where they are found to be chiefly valuable for uses other than those described in paragraphs (b) through (d) of this section and to be not suitable for retention for multiple-use management.

§ 2410.1-4 Criteria for segregation.

The following criteria will govern the determination of the extent to which classifications and proposed classifications will segregate the affected lands from settlement, location, sale, selection, entry, lease, or other forms of disposal under the public land laws, including the mining and mineral leasing laws.

(a) *General criterion.* The public lands classified or proposed to be classified under the regulations of this part will be kept open to (i.e., not segregated from) as many forms of disposal as possible consistent with the purposes of the classification and the resource values of the lands.

(b) *Specific criteria for classification for retention.* Public lands classified or proposed to be classified for retention for multiple-use management will be segregated from those forms of disposal which, if the lands remained open thereto, could:

(1) Interfere significantly with the management of the lands under principles of multiple use and sustained yield, or

(2) Impair or prevent, to an appreciable extent, realization of public values in the lands, or

(3) Impair or prevent, to an appreciable extent, realization of the objectives of retention and management set forth in this Part 2410, or

(4) Lead to unnecessary expenditures of public or private funds arising out of individual efforts to acquire public lands under laws, which are in fact not applicable, because of the nature of the resources of the lands.

(c) *Specific criteria for classification for disposal.* Public lands classified or proposed to be classified for disposal will be segregated from those forms of disposal which, if the lands remained open thereto, could interfere with the orderly disposal of the lands pursuant to appropriate law.

§ 2411.0-3 Authority.

Classification and other determinations in accordance with the regulations of this part may be made by the authorized officer whether or not applications or petitions have been filed for the lands.

§ 2411.1 Disposal classification procedure.

§ 2411.1-1 Petition-application system.

(a) *Filing of petition.* (1) When (i) land must be classified or designated pursuant to the authorities cited in § 2410.0-3 before an application may be approved and (ii) the filing of applications is permitted prior to classification, the application together with a petition for classification on a form approved by the Director (hereinafter referred to collectively as a "petition-application") must be filed in accordance with the provisions of § 1821.2 of this chapter. Lists indicating the proper office for filing of applications may be obtained from the Director or any other officer of the Bureau of Land Management. Copies of the petition for classification form and the application forms may be obtained from the land offices or from the Bureau of Land Management, Washington, D.C., 20240.

(b) *Preliminary determination.* (1) Upon the filing of a petition-application, the authorized officer shall make a preliminary determination as to whether it is regular upon its face and, where there is no apparent defect, shall proceed to investigate and classify the land for which it has been filed. No further consideration will be given to the merits of an application or the qualifications of an applicant unless or until the land has been classified for the purpose for which the petition-application has been filed.

(2) A petition-application which is not regular on its face or which contains an apparent defect shall be rejected by the State Director by the issuance of an initial decision. Such initial decision shall be subject only to administrative review under § 2411.1-5.

(c) *Proposed decision.* (1) Where lands proposed to be classified do not exceed 2,560 acres, the State Director shall make and issue a proposed classification decision which shall contain a statement of reasons in support thereof. The proposed decision shall be served upon each petitioner-applicant for the land, upon any grazing permittee, licensee, or lessee on the land, or his representative, upon the local governing board, planning commission, State coordinating committee, or other official or quasi-official body having jurisdiction over the geographic area within which the lands are located, and upon any governmental officials or agencies from whom the record discloses comments on the classification have been received.

(2) When there are multiple petition-applications for the same land, the proposed decision shall state which petition-application, if any, will be entitled to preference under applicable law; or where no petition-application has been filed for the purpose for which the land

is proposed to be classified, the proposed decision shall so state.

(i) When multiple petition-applications have been filed for the same land, the one first filed for the purpose for which the land is classified will be entitled to preference under applicable law.

(ii) When two or more petition-applications have been simultaneously filed for the purpose for which the land is classified, the petition-application entitled to preference will be the first to be selected by drawing.

(iii) If no petition-application has been filed for the purpose for which it is proposed to classify the land, the proposed decision shall state that the land will be opened to application by all qualified individuals on an equal-opportunity basis after public notice.

(d) *Protests: initial decision.* (1) For a period of 30 days after the proposed decision on land classification has been served upon the petitioner-applicants and grazing permittees, licensees, lessees protest as to the proposed classification may be filed by an interested party with the State Director. No particular form of protest is required under this subparagraph, it being the intent of this procedure to afford the State Director the opportunity to review the proposed decision in the light of such protests.

(i) If no protests are filed within the time allowed, the proposed classification action shall be issued as the initial decision of the State Director, and shall be served on the petitioner-applicants and upon grazing permittees, licensees, or lessees.

(ii) If protests are timely filed, they shall be reviewed by the State Director, who may require statements or affidavits, take testimony, or conduct further field investigations as are deemed necessary to establish the facts. At the conclusion of such review, the State Director shall issue an initial decision, either revised or as originally proposed, which shall be served on all interested parties.

(e) *Administrative review.* (1) For a period of 60 days after service thereof upon all parties in interest, the initial decision of the State Director shall be subject to the exercise of supervisory authority by the Secretary of the Interior for the purpose of administrative review.

(2) If, 60 days from receipt by parties in interest of the initial decision of the State Director, the Secretary has not either on his own motion, or motion of any protestant, petitioner-applicant, or the State Director, exercised supervisory authority for review, the initial decision shall become the final order of the Secretary, reviewable in the courts as otherwise provided by law.

(3) The exercise of supervisory authority by the Secretary shall automatically vacate the initial decision and the final Departmental decision shall be issued by the Secretary of the Interior and served upon all parties in interest.

(4) No petitioner-applicant or protestant to a proposed decision of a State Director to whom the provisions of this section are applicable shall be entitled to any administrative review other than that provided by this section nor to ap-

peal under provisions of Parts 1840 and 1850 of this chapter.

(5) A final order of the Secretary, if not vacated or modified by order of a court of competent jurisdiction, shall continue in full force and effect so long as the lands remain subject to classification under the authorities cited in Subpart 2410 until an authorized officer revokes or modifies it. Until it is so revoked or modified, all applications and petitioner-applications for the lands not consistent with the classification of the lands will not be accepted, will not be considered as filed, and will be returned, together with any payments submitted therewith. If the order is revoked or modified, the land will be opened to entry on an equal-opportunity basis after public notice in accordance with applicable regulations for the purpose for which it may be classified. Nothing in this section, however, shall prevent the Secretary of the Interior, personally and not through a delegate, from vacating or modifying a final order of the Secretary, preserving the rights of a petitioner-applicant provided for by this section, for a period of 60 days starting from the date the order became final.

§ 2411.1-2 Special procedures where proposed disposal classification exceeds 2,560 acres.

(a) *Authority.* Section 2 of the Classification and Multiple Use Act of September 19, 1964 (78 Stat. 986, 43 U.S.C. 1412), requires the Secretary of the Interior to take certain actions when he proposes the classification for sale or other disposal under any statute of a tract of land in excess of 2,560 acres.

(b) *Publication of notice of, and public hearings on, proposed classification.* The authorized officer shall publish a notice of his proposed classification in the FEDERAL REGISTER and in a newspaper having general circulation in the area or areas in the vicinity of the affected land. The notice shall include the legal description of the affected land, the law or laws under which the lands would be disposed of together with such other information as the authorized officer deems pertinent. Copies of the notice will be sent to the head of the governing body of the political subdivision of the State, if any, having jurisdiction over zoning in the geographic area within which the affected lands are located, the governor of that State and the BLM multiple use advisory board in that State, the land-use planning officer of the county and land-use planning committees, if any, in which the affected lands are located, the authorized user or users of the lands or their selected representatives, all petitioner-applicants involved, and any other party the authorized officer determines to have an interest in the proper use of the lands. The authorized officer will hold a public hearing on the proposal if the proposed classification will affect more than 100,000 acres or if he determines that sufficient public interest otherwise exists to warrant the time and expense of a public hearing.

(c) *Publication of notice of classification.* After having considered the com-

ments received as the result of publication, the authorized officer may classify the lands any time after the expiration of sixty days following the publication of the proposed classification in the FEDERAL REGISTER. The authorized officer shall publicize the classification in the same manner as the proposed classification was publicized, indicating in the notice the differences, if any, between the proposed classification and the classification.

(d) *Administrative review.* For a period of sixty days after publication in the FEDERAL REGISTER of a notice of classification for disposal pursuant to § 2411.2-3, the classification shall be subject to the exercise of supervisory authority by the Secretary of the Interior for the purpose of administrative review. If, sixty days from date of publication, the Secretary has neither on his own motion, on motion of any protestant, or the State Director, exercised supervisory authority for review, the classification shall become the final order of the Secretary, reviewable in the courts as otherwise prescribed by law. The exercise of supervisory authority by the Secretary shall automatically vacate the classification and reinstate the proposed classification together with its segregative effect. In this event final departmental decision shall be issued by the Secretary and published in the FEDERAL REGISTER.

(e) *Segregative effect of publication.*

(1) Publication in the FEDERAL REGISTER of a notice of proposed classification pursuant to paragraph (b) of this section or of a notice of classification pursuant to paragraph (c) of this section will segregate the affected land from all forms of disposal under the public land laws, including the mining laws. However, publication will not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit, or governing the disposal of their mineral and vegetative resources, other than under the mining laws.

(2) The segregative effect of a proposed classification will terminate in one of the following ways:

(i) Classification of the lands within 2 years of publication of the proposed classification in the FEDERAL REGISTER;

(ii) Publication in the FEDERAL REGISTER of a notice of termination of the proposed classification;

(iii) An Act of Congress;

(iv) Expiration of a 2-year period from the date of publication of the proposed classification without continuance as prescribed by the Classification and Multiple Use Act of September 19, 1964 (78 Stat. 986, 43 U.S.C. 1411-18), or expiration of an additional period, not exceeding 2 years, if the required notice of proposed continuance is given.

(3) All segregative effect of a classification for sale or other disposal shall terminate in one of the following ways:

(i) Disposal of the lands;

(ii) Publication in the FEDERAL REGISTER of a notice of termination of the classification;

(iii) An Act of Congress;

(iv) Expiration of 2 years from the date of publication of the proposed classification without disposal of the land and without the notice of proposed continuance as prescribed by the Classification and Multiple Use Act of September 19, 1964 (78 Stat. 966, 43 U.S.C. 1411-13), or

(v) Expiration of an additional period, not exceeding 2 years, if the required notice of proposed continuance is given.

§ 2411.1-3 Right to occupy or settle.

The filing of a petition-application gives no right to occupy or settle upon the land. A person shall be entitled to the possession and use of land only after his entry, selection, or location has been allowed, or a lease has been issued. Settlement on the land prior to that time constitutes a trespass.

§ 2411.1-4 Preference right of petitioner-applicant.

Where public land is classified for entry under section 7 of the Taylor Grazing Act or under the Small Tract Act pursuant to a petitioner-application filed under this part, the petitioner-applicant is entitled to a preference right of entry, if qualified. If, however, it should be necessary thereafter for any reason to reject the application of the preference right claimant, the next petitioner-applicant in order of filing shall succeed to the preference right. If there is no other petitioner-applicant the land may be opened to application by all qualified individuals on an equal-opportunity basis after public notice or the classification may be revoked by the authorized officer.

§ 2411.1-5 Opening of lands to disposal.

After lands have been classified for disposal, the authorized officer shall, at the appropriate time, open the lands to those forms of disposal consistent with the classification.

§ 2411.1-6 Allowance and entry.

(a) After lands are classified pursuant to the regulations of this part, and opened for entry or other disposal, all the laws and regulations governing the particular kind of entry, location, selection, or other disposal must be complied with in order for title to vest or other interests to pass.

(b) After lands are classified for disposal under the regulations of this subpart, the lands shall be offered for sale or to other disposal consistent with the classification. If a petitioner-applicant does not have a preference right under § 2411.4, the lands shall be opened on an equal-opportunity basis.

§ 2411.2 Procedure for retention and management classifications.

Formal action to classify land for retention for multiple use management will be governed by the following procedures.

(a) Proposed classifications will be clearly set forth on a map by the authorized officer, and on the Land Office records. A public notice will be published in the FEDERAL REGISTER, in a local newspaper, and sent to authorized users, licensees, lessees, and permittees, and to any other parties indicating interest in such classifications. The notice will indicate where and when the map and Land Office records may be examined.

The notice will specify the general location of the lands, the acreage involved, the types of uses proposed to be authorized, and the extent to which the land is proposed to be segregated from settlement, location, sale, selection, entry, lease, or other form of disposal under the public land laws, including the mining and mineral leasing laws. Publication of this notice in the FEDERAL REGISTER will segregate the lands to the extent indicated in the notice. The notice of proposed classification will specify the period during which comments will be received, which will not be less than 60 days from date of publication of the notice.

(b) Not less than 60 days after publication of the proposed classification, a classification will be made by the authorized officer, published in the FEDERAL REGISTER, and recorded in the Land Office records and on a map which will be filed in the local BLM District Office. Such map will be available for public inspection.

(c) For a period of 60 days after publication of the classification in the FEDERAL REGISTER, the classification shall be subject to the exercise of administrative review and modification by the Secretary of the Interior.

(d) Classification may be changed, using the same procedure outlined under paragraphs (a) through (c) of this section.

JOHN A. CARVER, Jr.,
Under Secretary of the Interior.

FEBRUARY 16, 1965.

[P.R. Doc. 65-1797; Filed, Feb. 19, 1965; 8:45 a.m.]