

Putnam Counties, N.Y.; Fairfield County, Conn.; and Philadelphia, Pa., for 180 days. Limited to transportation service performed under a continuing contract or contracts with Bamberger's, a division of R. H. Macy & Co., Inc., including return movement of such merchandise from such points to Edison Township and Bloomfield, N.J. Supporting shipper: Bamberger's, a division of R. H. Macy & Co., Inc., Newark, N.J. Send protests to: District Supervisor Robert E. Johnston, Bureau of Operations, Interstate Commerce Commission, 970 Broad Street, Newark, N.J. 07102.

No. MC 138420 (sub-No. 7 TA), filed April 27, 1973. Applicant: CHIZEK ELEVATOR & TRANSPORT, INC., P.O. Box 147, Cleveland, Wis. 53015. Applicant's representative: Michael J. Wyngaard, 329 West Wilson Street, Madison, Wis. 53703. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages and advertising equipment, premiums, materials, and supplies* when shipped therewith, from St. Paul, Minn., to Sparta, Wis., and (2) *empty malt beverage containers* used in the transportation of the commodities in part (1) of this application, from Sparta, Wis., to St. Paul, Minn., for 180 days. Supporting shipper: S. & S. Distributing, Inc., 918 Hoeschler Drive, Sparta, Wis. 54656 (Herbert Severson). Send protests to: District Supervisor John E. Ryden, Bureau of Operations, Interstate Commerce Commission, 135 West Wells Street, room 807, Milwaukee, Wis. 53203.

No. MC 138569 (sub-No. 1 TA), filed April 24, 1973. Applicant: DAVID BRAITHWAITE and DENNIS BRAITHWAITE, doing business as BRAITHWAITE TRUCKING, 3819 Sunset Drive, Rapid City, S. Dak. 57701. Applicant's representative: Ronald Clabaugh, 818 St. Joe Street, P.O. Box 350, Rapid City, S. Dak. 57701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Crushed rock, sand and gravel products*, from points in Pennington and Fall River Counties, S. Dak., to points in Dawes, Sioux, Box Butte, Sheridan, and Cherry Counties, Nebr., for 180 days. Supporting shipper: Hills Materials Co., P.O. Box 1392, Rapid City, S. Dak. 57701. E. D. Glaiser, vice president and general manager. Send protests to: J. L. Hammond, District Supervisor, Bureau of Operations, Interstate Commerce Commission, room 369, Federal Building, Pierre, S. Dak. 57501.

No. MC 138602 (sub-No. 1 TA), filed April 27, 1973. Applicant: FOREST TRANSPORT CORP., P.O. Box 7015, Savannah, Ga. 31408. Applicant's representative: W. Randall Tye, fifteenth floor, Candler Building, Atlanta, Ga. 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Peeler cores*, from Savannah, Ga., and Whiteville, N.C., to Russellville, S.C., for 180 days. Supporting shipper: Georgia-Pacific Corp., P.O. Box 909, Augusta, Ga. 30903. Send protests to: District Super-

visor G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 25008, 400 West Bay Street, Jacksonville, Fla. 32203.

MOTOR CARRIERS OF PASSENGERS

No. MC 138647 TA, filed April 24, 1973. Applicant: DON SCOTT TOUR CO., 23527 Calle de la Luisa, Laguna Hills, Calif. 92653. Applicant's representative: Donald M. Scott (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers* by charter bus operations together with baggage in the same vehicle, between Leisure World (Seal Beach and Laguna, Calif.) and all points in the United States, for 180 days (sightseeing tours). Supporting shipper: Warren F. Morgan, board of trustees, People-to-People International, 301 Avenida Sevilla, Laguna Hills, Calif. 92653. Send protests to: John E. Nance, Officer-in-Charge, Bureau of Operations, Interstate Commerce Commission, room 7708, Federal Building, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 73-9310 Filed 5-9-73; 8:45 am]

[Notice 36]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

MAY 4, 1973.

The following applications (except as otherwise specifically noted, each applicant (on applications filed after March 27, 1972) states that there will be no significant effect on the quality of the human environment resulting from approval of its application), are governed by special rule 1100.247¹ of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with section 247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all

¹ Copies of special rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of section 247(d)(4) of the special rules, and shall include the certification required therein.

Section 247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's general policy statement concerning motor carrier licensing procedures, published in the FEDERAL REGISTER issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record. Broadening amendments will not be accepted after the date of this publication except for good cause shown, and restrictive amendments will not be entertained following publication in the FEDERAL REGISTER of a notice that the proceeding has been assigned for oral hearing.

MOTOR CARRIERS OF PROPERTY

No. MC 200 (sub-No. 260), filed March 29, 1973. Applicant: RISS INTERNATIONAL CORP., 903 Grand Avenue, Kansas City, Mo. 64142. Applicant's representative: Ivan E. Moody, suite 1200, Temple Building, 903 Grand Avenue, Kansas City, Mo. 64106. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Insulating materials, mineral wool, and mineral wool products*, from Mountaintop (Luzerne County), Pa., and Williamstown Junction, N.J., to points in Kentucky, Tennessee, West Virginia, Ohio, Indiana, Illinois, and the Lower Peninsula of Michigan.

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 263 (sub-No. 204) (amendment), filed January 10, 1973, published in the FEDERAL REGISTER issue of February 23, 1973, and republished, as amended, this issue. Applicant: GARRETT FREIGHTLINES, INC., 2055 Garrett Way, Pocatello, Idaho 83201. Applicant's representative: Wayne S. Green (same address as applicant). Authority sought to operate as a common carrier,

by motor vehicle: (A) Over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Monticello, Utah, and Phoenix, Ariz., serving all intermediate points: From Monticello over U.S. Highway 163 to junction U.S. Highway 160 at Kayenta, Ariz., thence over U.S. Highway 160 to junction U.S. Highway 89, thence over U.S. Highway 89 to junction Interstate Highway 17, thence over Interstate Highway 17 to Phoenix, and return over the same route, and (2) between junction U.S. Highways 160 and 666 (south of Cortez, Colo.) and Kayenta, Ariz., serving all intermediate points: From junction U.S. Highways 160 and 666 (south of Cortez, Colo.) over U.S. Highway 160 to junction U.S. Highway 163 at Kayenta, Ariz., and return over the same route; and (B) over irregular routes, transporting: *Frozen foods, potato products* (not frozen), *canned goods*, and *dairy products*, from points in Idaho south of the southern boundary of Idaho County, Idaho, and points in Cache County, Utah, to points in Arizona.

NOTE.—Common control may be involved. Applicant states that the requested authority in (B) above can be tacked with its existing authority at Twin Falls or Malad, Idaho, on traffic moving from points in Oregon, Washington, Idaho, and Montana. Applicant further states that it intends to traverse highways in the State of Nevada for operating convenience only in connection with (B) above. Applicant also intends to tack the requested authority in (A) (2) above at Kayenta, Ariz., with the authority sought in (A) (1) above so that service can be provided by applicant between junction U.S. Highways 160 and 666 and Phoenix, Ariz., serving all intermediate points. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah, or Phoenix, Ariz.

No. MC 720 (sub-No. 10), filed March 6, 1973. Applicant: BIRD TRUCKING CO., INC., P.O. Box 227, Waupun, Wis. 53963. Applicant's representative: Allen B. Torhorst, 217 East Jefferson Street, P.O. Box 190, Burlington, Wis. 53105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk) and *equipment, materials, and supplies* (except in bulk), used or useful in the manufacture, preparation, and sale of foodstuffs, between points in Dodge County, Wis., on the one hand, and, on the other, points in Illinois on and north of U.S. Highway 36.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Milwaukee or Madison, Wis., or Chicago, Ill.

No. MC 730 (sub-No. 344), filed March 12, 1973. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a corporation, 1417 Clay Street, P.O. Box 958, Oakland, Calif. 94604. Applicant's representative: Alfred G. Krebs (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting:

General commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite and facilities of Ford Motor Co., at Romeo, Mich., as an off-route point in connection with carrier's otherwise authorized regular route operations to and from Detroit, Mich.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., Chicago, Ill., or Washington, D.C.

No. MC 2202 (sub-No. 444), filed March 26, 1973. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, P.O. Box 471, Akron, Ohio 44309. Applicant's representative: William Slabaugh (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite and warehouse facilities of Anaconda Aluminum Co. at or near Sebree, Ky., as an off-route point in connection with applicant's present regular-route authority.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., Nashville, Tenn., or Washington, D.C.

No. MC 2202 (sub-No. 447), filed March 29, 1973. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Boulevard, P.O. Box 471, Akron, Ohio 44309. Applicant's representative: William O. Turney, 2001 Massachusetts Avenue NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving points in Wayne, Monroe, and Oswego Counties, N.Y.; Mercer and Lawrence Counties, Pa.; Medina, Wayne, Portage, Trumbull, Sandusky, Lorain, Franklin, Union, Preble, Montgomery, Greene, Ottawa, Henry, Lucas, and Erie Counties, Ohio; Washtenaw, Lenawee, Livingston, Oakland, Berrien, and Jackson Counties, Mich.; and La Porte and Madison, Ind., as off-route points in connection with applicant's presently authorized regular-route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Toledo or Cleveland, Ohio, or Washington, D.C.

No. MC 4966 (sub-No. 19), filed March 27, 1973. Applicant: JONES TRANSFER CO., a corporation, 300 Jones Avenue, Monroe, Mich. 48161. Applicant's representative: John W. Bryant, 900 Guardian Building, Detroit, Mich. 48226. Authority sought to operate as a *common carrier*, by motor vehicle,

over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite and facilities of the Ford Motor Co. at Romeo, Mich., as an off-route point in connection with the carrier's regular route operations.

NOTE.—Common control was approved in MC-F-10914. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., Chicago, Ill., or Washington, D.C.

No. MC 13134 (sub-No. 30), filed March 22, 1973. Applicant: GRANT TRUCKING, INC., P.O. Box 266, Oak Hill, Ohio 45656. Applicant's representative: James M. Burtch, 100 East Broad Street, suite 1800, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Clay, clay products, and refractory products*, from Oak Hill, Ohio, and points within 14 miles of Oak Hill, Ohio, and from the plantsite of Lawrence Refractory Clay Co. in Elizabeth Township (Lawrence County), Ohio, to points in Delaware and the District of Columbia, and (2) *metal storage bins, metal shelving, and metal factory furniture and equipment*, from Wellston, Ohio, to points in Delaware.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 14702 (sub-No. 50), filed March 19, 1973. Applicant: OHIO FAST FREIGHT, INC., 3893 Market Street NE., Warren, Ohio 44484. Applicant's representative: Paul F. Beery, 88 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum and aluminum articles* (except commodities requiring special equipment), between Omal, Ohio, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii), restricted to traffic originating at and destined to the above named origin or destinations.

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 29555 (sub-No. 62), filed March 16, 1973. Applicant: BRIGGS TRANSPORTATION CO., a corporation, 2360 West County Road C, St. Paul, Minn. 55113. Applicant's representative: Winston W. Hurd (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between Albert Lea, Minn., and La Crosse, Wis.: From Albert Lea over Interstate Highway 90 to

La Crosse, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; (2) between Austin, Minn., and La Crosse, Wis.: From Austin over Interstate Highway 90 to La Crosse, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only; and (3) between Dubuque and Cedar Rapids, Iowa: From Dubuque over U.S. Highway 151 to Cedar Rapids, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only.

NOTE.—Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Minneapolis or St. Paul, Minn., or Des Moines, Iowa.

No. MC 31438 (sub-No. 13), filed March 12, 1973. Applicant: ROY O. WETZ, doing business as R. O. WETZ TRANSPORTATION, 212 Pike Street, Marietta, Ohio 45750. Applicant's representative: A. Charles Tell, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Ferro alloys*, from the plantsite and shipping facilities of Union Carbide Corp. near Marietta, Ohio, to points in Illinois, Indiana, Kentucky, Maryland, Michigan, New York, Pennsylvania, and West Virginia; and (2) *pallets and empty containers* which have been used in the transportation of ferro alloys, from the destination points specified in (1) above to the plantsite and shipping facilities of Union Carbide Corp. near Marietta, Ohio, restricted to traffic originating at or destined to the named shipper facilities.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 31600 (sub-No. 662), filed March 30, 1973. Applicant: P. B. MUTRIE MOTOR TRANSPORTATION, INC., Calvary Street, Waltham, Mass. 02154. Applicant's representative: John A. Roberts (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid chemicals*, in bulk, in tank vehicles, from Wallingford, Conn., to points in Illinois, Indiana, Michigan, Ohio, Pennsylvania, and West Virginia.

NOTE.—Common control may be involved. Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass., or Washington, D.C.

No. MC 45868 (sub-No. 13), (correction), filed March 29, 1973, published in FEDERAL REGISTER issue of April 26, 1973, as MC 119684 (sub-No. 6), and corrected this issue. Applicant: FULLERTON

MOTOR TRUCK SERVICE, INC., 1817 West 33d Place, Chicago, Ill. 60608. Applicant's representative: George S. Mullins, 4704 West Irving Park Road, Chicago, Ill. 60641. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (a) *Iron and steel articles*, as described in appendix V to the report in "Descriptions in Motor Carrier Certificates," 61 M.C.C. 209, (b) *aluminum and aluminum articles*; (c) *brass, bronze, or copper articles*; (d) *cupronickel articles, nickel silver articles*; (e) *alloy or combination of articles named in (a), (b), and (c) above*, in the rough, partially finished or fabricated and (f) *commodities related to the above, materials and supplies used or useful in the sale or distribution of articles named in (a), (b), (c), and (d) when shipped or distributed by the Central Steel and Wire Co., between the warehouse and shipping facilities of Central Steel and Wire Co. at Chicago, Ill., on the one hand, and, on the other, points in Indiana, Michigan (except Detroit, Mich., and its commercial zone as defined by the Commission), Iowa, and Wisconsin (except Milwaukee, Wis.), restricted to single line service.*

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. Applicant conducts operations as a common carrier in No. MC 119684 and subs thereunder, therefore, dual operations may be involved. The purpose of this republication is to show that a new docket number has been assigned, MC 45868 (sub-No. 13), applicant's contract carrier series, rather than No. MC 119684 (sub-No. 6), applicant's common carrier series. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 51146 (sub-No. 315), filed March 30, 1973. Applicant: SCHNEIDER TRANSPORT, INC., 2661 South Broadway, Green Bay, Wis. 54304. Applicant's representative: Charles Singer, 327 South La Salle Street, suite 1000, Chicago, Ill. 60604. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ground clay (bentonite clay)*, from Colony, Wyo., to points in Iowa, Illinois, Wisconsin, Indiana, Ohio, Minnesota, Missouri, Kansas, Michigan, Tennessee, Kentucky, Texas, Oklahoma, Nebraska, and Arkansas.

NOTE.—Common control may be involved. Applicant states that the requested authority could be tacked with various subs of its existing authority and will tack where feasible, but does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Applicant further states no duplicating authority sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 52921 (sub-No. 20), filed April 5, 1973. Applicant: RED BALL, INC., 317 East Lee, Sapulpa, Okla. 74066. Applicant's representative: Frank P. Burzio (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Flour, blended*

flours, pancake mixes, flakes, and any products made from cereal grains, from Muleshoe and Hereford, Tex., to points in Oklahoma, Texas, Louisiana, Arkansas, Kansas, Colorado, New Mexico, Missouri, and Mississippi.

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Amarillo or Lubbock, Tex.

No. MC-55822 (sub-No. 14), filed March 19, 1973. Applicant: VICTORY EXPRESS, INC., 2600 Willowburn Avenue, Dayton, Ohio 45427. Applicant's representative: Harold G. Hernly, Jr., 2030 North Adams Street, suite 510, Arlington, Va. 22201. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Advertising matter, magazine periodicals and equipment, materials, and supplies used in the publishing business*, between Dayton, Ohio, and Glenn Dale, Md., on the one hand, and, on the other, all points in the United States (except Alaska and Hawaii), under a continuing contract with McCall Printing Co. of Dayton, Ohio.

NOTE.—Applicant states that MC-55822 (sub-No. 8) may duplicate the requested authority between Chicago and Dayton, and Detroit and Dayton and will, therefore, submit that portion of the sub 8 certificate for revocation if the instant authority is granted. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 59583 (sub-No. 135), filed April 5, 1973. Applicant: THE MASON AND DIXON LINES, INC., P.O. Box 969, Eastman Road, Kingsport, Tenn. 37662. Applicant's representative: A. Alvis Layne, 915 Pennsylvania Building, Washington, D.C. 20004. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the Watts Bar nuclear plantsite of the Tennessee Valley Authority at or near Spring City, Tenn., and points within 5 miles of said plantsite as off-route points in connection with carrier's authorized regular route operations between Chattanooga and Knoxville, Tenn.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Chattanooga, Tenn., or Washington, D.C.

No. MC 61592 (sub-No. 302), filed March 22, 1973. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa 52722. Applicant's representative: Donald Smith, 900 Circle Tower Building, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) (1) *Tractors* (except those with vehicle beds, bed-frames or fifth wheels); (2) *agricultural, industrial, and construction machinery and equipment*; (3) *attachments*; (4) *engines*; (5) *equipment designed to be*

used in conjunction with the above-described commodities; and (6) *materials, supplies, and equipment* used or useful in the manufacture or distribution of the above-named commodities (except commodities in bulk) and *parts and castings*, from Charles City, Iowa; to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, North Carolina, North Dakota, Ohio, Oklahoma, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and points on the international boundary line between the United States and Canada, restricted to traffic originating at Charles City, Iowa; and (B) *materials, supplies and equipment* used or useful in the manufacture or distribution of the above-named commodities (except commodities in bulk) and *parts and castings*, from points in the above-named destination States to Charles City, Iowa.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 61955 (sub-No. 20), filed April 9, 1973. Applicant: CENTROPOLIS TRANSFER CO., INC., 6700 Wilson Avenue, Kansas City, Mo. 64125. Applicant's representative: Frank W. Taylor, Jr., 1221 Baltimore Avenue, Kansas City, Mo. 64105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement* in bulk and bags, between the plantsite of Lone Star Industries, Inc., at or near Bonner Springs, Kans., on the one hand, and, on the other, points in Missouri, Iowa, and Nebraska.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 74321 (sub-No. 72) (Correction), filed January 29, 1973, published in the *FEDERAL REGISTER* issue of March 15, 1973, and republished in part as corrected this issue. Applicant: B. F. WALKER, INC., 650 17th Street, Denver, Colo. 80202. Applicant's representative: Richard P. Kissinger (same address as applicant).

NOTE.—The sole purpose of this partial republication is to correct the commodity description to livestock feeders in lieu of livestock as shown in previous notice. The rest of the application remains as previously published.

No. MC 76266 (sub-No. 124), filed March 26, 1973. Applicant: ADMIRAL-MERCHANTS MOTOR FREIGHT, INC., 2625 Territorial Road, St. Paul, Minn. 55114. Applicant's representative: Cecil L. Goetsch, 11th floor, Des Moines Building, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual values, classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equip-

ment), serving the plantsite and facilities of Ford Motor Co., located at Romeo, Mich., as an off-route point in connection with applicant's regular route authority to and from Detroit, Mich.

NOTE.—Common control was approved in MC-F-10107. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., Chicago, Ill., or Washington, D.C.

No. MC 78400 (sub-No. 33), filed April 2, 1973. Applicant: BEAUFORT TRANSFER CO., a corporation, P.O. Box 102, Gerald, Mo. 60037. Applicant's representative: Thomas F. Kilroy, P.O. Box 624, Springfield, Va. 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Rolla and Lebanon, Mo.: From Rolla over Interstate Highway 44 (U.S. Highway 66) to Lebanon, and return over the same route, serving no intermediate points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 99427 (sub-No. 19), filed April 9, 1973. Applicant: ARIZONA TANK LINES, INC., P.O. Box 6910, Phoenix, Ariz. 85005. Applicant's representative: William J. Lippman, 1819 H Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sulphuric acid and liquid sulphuric dioxide*, in bulk, in tank vehicles, from points in Arizona to points in California.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held in Phoenix, Ariz.

No. MC 105625 (sub-No. 4), filed March 29, 1973. Applicant: BONDY CARTAGE LTD., P.O. Box 420, Windsor Ontario, Canada. Applicant's representative: John W. Bryant, 900 Guardian Building, Detroit, Mich. 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between the international boundary line between the United States and Canada, at Detroit, Mich., on the one hand, and, on the other, the plantsite and facilities of Ford Motor Co., at Romeo, Mich.; restricted to the movement of traffic in foreign commerce.

NOTE.—Common control may be involved. Applicant states that the requested authority will be tacked with its existing authority in Canada. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich.; Chicago, Ill.; or Washington, D.C.

No. MC 106398 (sub-No. 654), filed March 19, 1973. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representative: Irvin Tull (same address as applicant). Authority sought to op-

erate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Trailers* designed to be drawn by passenger automobiles, in initial movements, and (2) *buildings* in sections mounted on wheeled undercarriages, from points in Litchfield County, Conn., to points in the United States (except Alaska and Hawaii), restricted in (2) above against the transportation of shipments from the plantsite of Crown, Inc. at Terryville, Conn.

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Hartford, Conn.

No. MC 106398 (sub-No. 655), filed April 9, 1973. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representative: Irvin Tull (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings* in sections, mounted on wheeled undercarriages, from points of manufacture in Merrimack County, N.H., to points in the United States (except Alaska and Hawaii).

NOTE.—Common control and dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass.

No. MC 106644 (sub-No. 149), filed April 9, 1973. Applicant: SUPERIOR TRUCKING CO., INC., 2770 Peyton Road NW., P.O. Box 916, Atlanta, Ga. 30301. Applicant's representative: Archie B. Culbreth, suite 246, 1252 West Peachtree Street NW., Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron or plastic pipe, pipe fittings, watermain fittings, watermeter boxes, valve boxes, manhole covers, frames, including parts and accessories* to all the preceding, from points in Smith County, Tex., to points in Washington, Oregon, California, Nevada, Idaho, Arizona, New Mexico, Oklahoma, Kansas, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Wisconsin, Michigan, Illinois, Indiana, Ohio, Kentucky, Tennessee, Georgia, Alabama, Mississippi, Colorado, Utah, Montana, and Nebraska.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. Applicant holds contract carrier authority under MC 104724 sub 13, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Dallas, Texas or Washington, D.C.

No. MC 106644 (sub-No. 150), filed April 11, 1973. Applicant: SUPERIOR TRUCKING CO., INC., 2770 Peyton Road NW., P.O. Box 916, Atlanta, Ga. 30301. Applicant's representative: Hu-

bert Johnson, P.O. Box 916, Atlanta, Ga. 30301. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Material handling equipment, winches, compaction and roadmaking equipment, rollers, mobile cranes, and highway freight trailers*, and (2) *parts, attachments, and accessories of the commodities in (1) above*, between the plantsite of Hyster Co. at or near Crawfordsville, Ind., on the one hand, and, on the other, points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee, restricted to the transportation of shipments originating at or destined to the above named plantsites.

NOTE.—Applicant holds contract carrier authority under MC 104724 sub 13, therefore, dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 107012 (sub-No. 165) (amendment), filed November 29, 1972, published in the FEDERAL REGISTER issue of December 28, 1972, and republished, as amended, this issue. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Lincoln Highway East and Meyer Road, Fort Wayne, Ind. 46801. Applicant's representative: Donald C. Lewis (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glass and aluminum sliding doors, storm doors, and windows, uncrated, from Canfield, Ohio, to points in Connecticut, New York, Delaware, Maryland, Virginia, North Carolina, West Virginia, Pennsylvania, Ohio, Kentucky, Tennessee, Illinois, Wisconsin, Michigan, Kansas, Indiana, and Arkansas.*

NOTE.—Common control and dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. The purpose of this amendment is to broaden the applicant's commodity description to include glass and aluminum storm doors and windows. Applicant also indicates that it intends to service only those States named above, in lieu of points in the United States (except Alaska and Hawaii) as previously published. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio, or Washington, D.C.

No. MC 107012 (sub-No. 179), filed April 9, 1973. Applicant: NORTH AMERICAN VAN LINES, INC., P.O. Box 988, Lincoln Highway East and Meyer Road, Fort Wayne, Ind. 46801. Applicant's representative: Terry G. Fewell (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Doors, windows, decorative panels, and parts and accessories therefor*, between Pella, Iowa, on the one hand, and, on the other, points in Pennsylvania and New York; (2) *carpet and carpet padding*, from points in Mississippi, South Carolina, and Georgia, to Des Moines, Davenport, and Dubuque, Iowa, and Omaha, Nebr.; (3) *new furniture, new furnishings, and parts and accessories therefor*, from Council Bluffs, Iowa, to points in the United States (in-

cluding Alaska, but excluding Minnesota, Iowa, and Hawaii); and (4) *appliances and laundry equipment*, from Webster City, Iowa, and Fort Dodge, Iowa, to points in the United States (including Alaska but excluding Minnesota, Iowa, and Hawaii).

NOTE.—Common control and dual operations may be involved. Applicant states that the authority sought in parts (1), (2), and (4) above cannot be tacked with its existing authority. Applicant further states that its request for new furniture in part (3) above may be tacked with its base authority and various subs but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 108119 (sub-No. 37), filed March 12, 1973. Applicant: E. L. MURPHY TRUCKING CO., a corporation, 3303 Sibley Memorial Highway, St. Paul, Minn. 55121. Applicant's representative: Andrew A. Clark, 1000 First National Bank Building, Minneapolis, Minn. 55402. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Ferrous and non-ferrous metal, and metal articles when aggregated into bundles, and lifts, skids, pallets, or other packages, which because of size or weight in excess of 500 pounds require the use of special handling or special equipment*: (1) Between points in Minnesota, on the one hand, and, on the other, points in Iowa, North Dakota, South Dakota, Wisconsin, and the Upper Peninsula of Michigan; (2) between points in Minnesota, on the one hand, and, on the other, points in Montana, Missouri, Illinois, Indiana, Ohio, and the Lower Peninsula of Michigan; (3) between points in Minnesota; (4) between points in Minnesota, on the one hand, and, on the other, points in the United States (except points in Montana, North Dakota, South Dakota, Iowa, Missouri, Wisconsin, Illinois, Michigan, Indiana, Minnesota, Ohio, Washington, Oregon, and Idaho); and (5) between points in Minnesota, on the one hand, and, on the other, points in Ada and Jerome Counties, Idaho, restricted in (5) above to joinder or interline at Ada and Jerome Counties, Idaho.

NOTE.—Applicant states that the authority sought will be joined with each other to provide thru service over a Minnesota gateway. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., Chicago, Ill., or Washington, D.C.

No. MC 108121 (sub-No. 11) (amendment), filed November 10, 1972, published in the FEDERAL REGISTER issue of December 21, 1972, and republished, as amended, this issue. Applicant: TRANSPORT STORAGE & DISTRIBUTING CO., a corporation, 321 Third Avenue, Renton, Wash. 98055. Applicant's representatives: Joseph O. Earp, 607 Third Avenue, Seattle, Wash. 98104, and Charles W. Singer, 2440 East Commercial Boulevard, Fort Lauderdale, Fla.

33308. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Automobiles and trucks, in secondary movements, in truckaway service, from Seattle, Tacoma, and Spokane, Wash., and Portland, Oreg., to points in Washington, Oregon, Idaho, and Montana.*

NOTE.—The purpose of this republication is to redescribe the territorial scope of the application and change the requested service to truckaway service in lieu of driveaway as originally requested. Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states no duplicating authority sought. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 108207 (sub-No. 367), filed February 27, 1973. Applicant: FROZEN FOOD EXPRESS, INC., 318 Cadiz Street, P.O. Box 5888, Dallas, Tex. 75207. Applicant's representative: J. B. Ham (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, from points in the St. Louis, Mo.-Kans., commercial zone, to points in Iowa.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Dallas, Tex.

No. MC 109324 (sub-No. 25), filed March 30, 1973. Applicant: GARRISON MOTOR FREIGHT, INC., P.O. Box 969, Harrison, Ark. 72601. Applicant's representative: Louis Tarlowski, 914 Pyramid Life Building, Little Rock, Ark. 72201. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission), commodities in bulk (in tank vehicles), and those requiring special equipment, between Memphis, Tenn., and Conway, Ark.: From Memphis over Interstate Highway 40 to Conway, and return over the same route, serving no intermediate points except those between Little Rock and Conway, Ark., restricted against the transportation of shipments moving between points in the Memphis, Tenn., commercial zone, as defined by the Commission, on the one hand, and, on the other, points in Little Rock, Ark., Springfield, Mo., Kansas City, Mo.-Kans., St. Louis, Mo.-East St. Louis, Ill., and their respective commercial zones as defined by the Commission.

NOTE.—Applicant presently serves Conway, Ark., and points intermediate to Little Rock, Ark., and Conway, Ark., under its base certificate No. MC-109324. The purposes of this application are to obtain authority to serve between Memphis, Tenn., on the one hand, and, on the other, Conway, Ark., and points intermediate to Little Rock, Ark., and Conway, Ark., over the route applied herein, and to remove the present restriction against service between Memphis, Tenn., and its commercial zone, as defined by the Commission, and Conway, Ark., and its commercial zone, as defined by the Commission, contained in applicant's sub 17 certificate. If a hearing is deemed necessary, applicant requests it be held at Conway or Little Rock, Ark.

No. MC 109478 (sub-No. 125), filed February 22, 1973. Applicant: WORSTER MOTOR LINES, INC., Gay Road, North East, Pa. 16428. Applicant's representative: Joseph F. MacKrell, 23 West 10th Street, Erie, Pa. 16501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Freight of all kinds*, restricted to import, export, coastwise, or intercoastal traffic, transported in containers not owned by motor carriers, between the port of Erie, Pa., and points in New York, Pennsylvania, and Ohio.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or New York, N.Y.

No. MC 109612 (sub-No. 35), filed March 12, 1973. Applicant: LEE MOTOR LINES, INC., 4319 South Madison, Muncie, Ind. 47305. Applicant's representative: Donald W. Smith, 900 Circle Tower, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Glass containers and closures therefor*, from Lapel, Ind., to points in Illinois, Kentucky, Michigan, Ohio, Wisconsin, and St. Louis, Mo.

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Indianapolis, Ind.

No. MC 110525 (sub-No. 1048), filed March 12, 1973. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representative: Thomas J. O'Brien (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Octyl phenol*, in bulk, in tank vehicles, from Rotterdam Junction, and Schenectady, N.Y., to ports of entry on the international boundary line between the United States and Canada on the Niagara River, and (2) *kiln dust*, in bulk, from Stockertown, Pa., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, and New York.

NOTE.—Applicant states that the authority requested under part (1) above can be tacked with its existing Canadian authority, and that it cannot or will not tack the requested authority under part (2) above with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 110525 (sub-No. 1051), filed April 11, 1973. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representative: Thomas J. O'Brien (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Rosin sizing*, liquid, in bulk, in tank vehicles, from Albany, N.Y., to Adams, East Pepperell, Fitchburg, Holyoke, Housatonic, and Lee, Mass., Chisholm, Jay, Madawaska, Rumford, Westbrook, and Woodland, Maine, and Bennington and Lincoln, N.H., re-

stricted to the transportation of traffic having a prior movement by rail.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Albany, N.Y., or Washington, D.C.

No. MC 111214 (sub-No. 11), filed April 9, 1973. Applicant: CLARK V. GRAHAM, doing business as CONTRACT TRUCKING CO., Linde Road, Box 8778, Jackson, Miss. 39204. Applicant's representative: Fred W. Johnson, Jr., 717 Deposit Guaranty National Bank Building, P.O. Box 22628, Jackson, Miss. 39205. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Animal, fish and poultry feed and feed ingredients*, dry, between Vicksburg, Miss., on the one hand, and, on the other, points in Louisiana, Mississippi, and Alabama, under contract with Valley Mills, Division of The Merchants Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 111812 (sub-No. 488), filed April 9, 1973. Applicant: MIDWEST COAST TRANSPORT, INC., 900 West Delaware, P.O. Box 1233, Sioux Falls, S. Dak. 57101. Applicant's representative: Ralph H. Jinks (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Foodstuffs, frozen meats, and nonedible foods*, when moving in vehicles requiring mechanical refrigeration, from Bettendorf, Iowa, to points in Maine, Vermont, New Hampshire, Massachusetts, New York, Rhode Island, Connecticut, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Virginia, and the District of Columbia, restricted to shipments originating at Terminal Ice & Storage at or near Bettendorf, Iowa.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 112822 (sub-No. 266), filed March 5, 1973. Applicant: BRAY LINES INC., P.O. Box 1191, 1401 North Little, Cushing, Okla. 74023. Applicant's representative: K. Charles Elliott (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Foodstuffs* (except hides or commodities in bulk) from the plantsite and/or warehouse facilities utilized by Geo. A. Hormel & Co. at or near Beloit, Wis., to points in Kansas, Oklahoma, Missouri, Arkansas, Texas, Illinois, Iowa, and Minnesota, restricted to traffic originating at named origin and destined to named States, and (2) *meat, meat products, meat byproducts, foodstuffs, canning plant materials, equipment, and supplies* (except hides or commodities in bulk) from points in Kansas, Oklahoma, Missouri, Arkansas, Texas, Illinois, Iowa, and Minnesota, to the plantsite and/or warehouse facilities utilized by Geo. A. Hormel & Co. at or near Beloit, Wis., re-

stricted to traffic originating at named origins and destined to named destinations.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests consolidated hearing with applications requesting similar authority.

No. MC 112893 (sub-No. 47), filed April 9, 1973. Applicant: BULK TRANSPORT CO., a corporation, P.O. Box 186, Pleasant Prairie, Wis. 53158. Applicant's representative: Fred H. Figge (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Green Bay, Wis., to points in the Upper Peninsula of Michigan.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Milwaukee, Wis.

No. MC 114265 (sub-No. 19), filed November 6, 1972. Applicant: RALPH SHOEMAKER, doing business as SHOEMAKER TRUCKING CO., 8624 Franklin Road, Boise, Idaho 83705. Applicant's representative: Raymond D. Givens, P.O. Box 964, Boise, Idaho 83701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lumber, wood products, and mill work*, from points in Ada, Elmore, and Madison Counties, Idaho, to points in Colorado.

NOTE.—Applicant states that the requested authority will be tacked with its existing lumber, wood products, and mill work authorities at Boise, Idaho, under MC 114265 and subs thereto, to transport lumber, wood products, and mill work from points in Idaho to points in Colorado. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 114273 (sub-No. 134), filed February 23, 1973. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., P.O. Box 68, Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Konchar, suite 315, Commerce Exchange Building, P.O. Box 1943, Cedar Rapids, Iowa 52406. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Wellston, Ohio, to points in Maine, New Hampshire, Massachusetts, Rhode Island, New York, New Jersey, Maryland, Delaware, Virginia, West Virginia, Vermont, Pennsylvania, Indiana, Illinois, Michigan, Missouri, Wisconsin, Minnesota, Iowa, and the District of Columbia.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114273 (sub-No. 138), filed April 9, 1973. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION,

INC., P.O. Box 68, Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Konchar, suite 315, Commerce Exchange Building, 2720 First Avenue NE., P.O. Box 1943, Cedar Rapids, Iowa 52406. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *New furniture*, from points in Campbell and Franklin Counties, Va., Hickory, and High Point, N.C., and Wilkes Barre, Pa., to points in Iowa.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114457 (sub-No. 143), filed March 30, 1973. Applicant: DART TRANSIT CO., 780 North Prior Avenue, St. Paul, Minn. 55104. Applicant's representative: Michael P. Zell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs and food dispensing, and merchandising equipment, and supplies*, when moving in mixed loads with foodstuffs, from the plant and warehouse sites of Food Producers, Inc., at Minneapolis, Minn., to points in New York, New Jersey, Vermont, New Hampshire, Massachusetts, Connecticut, Maine, Delaware, Maryland, Virginia, Rhode Island, North Carolina, South Carolina, Georgia, Alabama, Florida, Montana, Wyoming, Colorado, New Mexico, Idaho, Utah, Arizona, Washington, Oregon, Nevada, California, and the District of Columbia, and (2) *foodstuffs*, from New York, N.Y., to St. Louis Park, Minn.

NOTE.—Applicant states that the requested authority will not be tacked with its existing authority. Applicant further states no duplicating authority sought. If a hearing is deemed necessary, applicant requests it be held at Minneapolis or St. Paul, Minn.

No. MC 114457 (sub-No. 144), filed April 2, 1973. Applicant: DART TRANSIT CO., a corporation, 780 North Prior Avenue, St. Paul, Minn. 55104. Applicant's representative: Michael P. Zell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen potatoes and frozen potato products*, from Grand Forks, N. Dak., to points in Minnesota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Iowa, Missouri, Arkansas, Wisconsin, Illinois, Indiana, Michigan, Ohio, Kentucky, Tennessee, New York, Pennsylvania, West Virginia, Virginia, Maryland, Delaware, District of Columbia, New Jersey, Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire, Maine, Louisiana, Mississippi, Alabama, Georgia, North Carolina, South Carolina, and Florida.

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Paul, Minn.

No. MC 116073 (sub-No. 256), filed April 9, 1973. Applicant: BARRETT MOBILE HOME TRANSPORT, INC.,

1825 Main Avenue, P.O. Box 919, Moorhead, Minn. 56560. Applicant's representative: Robert G. Tassar, 1819 Fourth Avenue, South, Moorhead, Minn. 56560. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings and sections of buildings*, from points in Blue Earth County, Minn., to points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 116073 (sub-No. 257), filed April 11, 1973. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, P.O. Box 919, Moorhead, Minn. 56560. Applicant's representative: Robert G. Tassar, 1819 Fourth Avenue, South, Moorhead, Minn. 56560. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers designed to be drawn by passenger automobiles*, in initial movements, and *buildings complete or in sections*, from points in Madison County, Ala., to points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala.

No. MC 116073 (sub-No. 258), filed April 11, 1973. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, P.O. Box 919, Moorhead, Minn. 56560. Applicant's representative: Robert G. Tassar, 1819 Fourth Avenue South, Moorhead, Minn. 56560. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Trailers designed to be drawn by passenger automobiles*, in initial movements and (2) *buildings, complete or in sections*, from Rowan County, N.C., to points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. 11673 (sub-No. 261), filed April 20, 1973. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Avenue, P.O. Box 919, Moorhead, Minn. 56560. Applicant's representative: Robert G. Tassar, 1819 Fourth Avenue South, Moorhead, Minn. 56560. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers designed to be drawn by passenger automobiles*, in initial movements, from points in Lincoln County, S. Dak., to points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Pierre, S. Dak.

No. MC 116763 (sub-No. 252), filed April 9, 1973. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio 45380. Applicant's representative: H. M. Richters (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, from Poynette, Waunakee, Sun Prairie, Cobb, and Merrill, Wis., to points in Kentucky, Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia, Florida, points in Maine north of Maine Highway 25, those in New York west of Interstate Highway 81; and those in Pennsylvania west of U.S. Highway 15, restricted to traffic originating at the named origins and destined to be States named.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. Applicant further states that no duplicating authority is being sought. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 117574 (sub-No. 230), filed April 9, 1973. Applicant: DAILY EXPRESS, INC., P.O. Box 39, Carlisle, Pa. 17013. Applicant's representative: James W. Hagar, P.O. Box 1166, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements and machinery, tractors with or without attachments, cranes, industrial and processing machinery and attachments, accessories, and parts of the above described commodities*, between points in Cumberland and Franklin Counties, Pa., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that many of the requested items can already be transported between the points involved in this application, and that this application will eliminate some gateways as well as provide a direct service for the shipper. Applicant further states that duplications will exist, however, it has no intention of securing duplicating authority, but would tack any of the requested authority with its existing authority, to the extent such tacking is possible, to provide a through service. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 117765 (sub-No. 161), filed April 2, 1973. Applicant: HAHN TRUCK LINE, INC., 5315 Northwest Fifth, Oklahoma City, Okla. 73107. Applicant's representative: R. E. Hagan (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Oats products* (except in bulk), *packaged popcorn* (not popped), *grits or corn meal*, *foodstuffs* (except frozen), and *advertising materials*, from the plantsites of National Oats Co., Inc., at Cedar Rapids and Wall Lake, Iowa, to points in Alabama, Arkansas, Colorado, Georgia, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Tennessee, and Texas.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary,

applicant requests it be held at Oklahoma City, Okla.

No. MC 118831 (sub-No. 97), filed March 29, 1973. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5044, High Point, N.C. 27262. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Building, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid petrochemicals*, in bulk (except anhydrous ammonia, fertilizer, and fertilizer materials), from points in North Carolina (except Charlotte), to points in South Carolina and Virginia, restricted against the transportation of caustic soda from Acme, N.C., and points within 5 miles thereof, to points in South Carolina.

NOTE.—Common control was approved by the Commission in No. MC-F-7867. Applicant states that the requested authority will be tacked with the authority it presently holds in its sub 22, and 44 at points in North Carolina and South Carolina, to serve points in Georgia, North Carolina, Florida, and Alabama. Applicant presently holds authority in its sub 40 to transport liquid chemicals (except petrochemicals and the other exceptions named above) to and from the same territory as sought herein. The purpose of this application is to remove the exclusion as to petrochemicals with the exceptions as described above. Applicant has concurrently filed a petition for interpretation or modification of its certificate No. MC-118831 (sub-No. 40) or an alternate petition to dismiss, and requests its handling with the request for authority herein. If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 118831 (sub-No. 98), filed March 29, 1973. Applicant: CENTRAL TRANSPORT, INC., P.O. Box 5044, High Point, N.C. 27262. Applicant's representative: E. Stephen Heisley, 805 McLachlen Bank Building, 666 11th Street NW., Washington, D.C. 20001. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Liquid petrochemicals*, in bulk, in tank vehicles, from points in South Carolina, to points in Georgia, North Carolina, and Virginia, restricted against the transportation of liquid chemicals from Charleston, S.C., to points in Georgia.

NOTE.—Applicant presently holds authority in its sub 44 to transport liquid chemicals (except petrochemicals), to and from the same territory as sought herein subject to the restriction which is being retained herein. The purpose of this application is to remove the exclusion as to petrochemicals. Applicant states that it intends to tack the requested authority with its sub 22, 40, or other applications at points in North Carolina and South Carolina, to serve points in Florida, Alabama, and South Carolina. Applicant has concurrently filed a petition for interpretation or modification of certificate No. MC-118831 (sub-No. 44) or an alternate petition to dismiss, and requests its handling with the request for authority herein. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 119522 (sub-No. 20), filed March 26, 1973. Applicant: McLAIN TRUCKING, INC., 2425 Walton Street,

Anderson, Ind. 46011. Applicant's representative: Donald W. Smith, 900 Circle Tower, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Rough castings, rough forgings and stampings, transmissions, and transmission parts, protective devices, skids, pallets, and parts thereof and accessories thereto, nuts and bolts*, from Muncie, Ind., to the plantsite and facilities of Ford Motor Co. at Romeo, Mich.; (2) *steering wheels, automotive parts, rough forgings and stampings, and packing devices*, from Portland, Ind., to the plantsite and facilities of Ford Motor Co. at Romeo, Mich.; (3) *returned and damaged transmissions and transmission parts, transmissions and control parts, skids, pallets, parts thereof and accessories thereof and protective devices*, from the plantsite and facilities of Ford Motor Co. at Romeo, Mich., to Muncie, Ind.; and (4) *returned shipments of steering wheels, automotive parts, rough forgings, and stampings and packing devices*, from the plantsite and facilities of Ford Motor Co. at Romeo, Mich., to Portland, Ind.

NOTE.—Applicant holds contract carrier authority under MC 34865 sub 39, therefore dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Detroit, Mich., Chicago, Ill., or Washington, D.C.

No. MC 119522 (sub-No. 22), filed April 6, 1973. Applicant: McLAIN TRUCKING, INC., 2425 Walton Street, Anderson, Ind. 46011. Applicant's representative: Donald W. Smith, 900 Circle Tower, Indianapolis, Ind. 46204. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Iron and steel articles*, from Kokomo, Ind., to points in Illinois, on and south of U.S. Highway 36, and St. Louis, Mo.; and (2) *materials, equipment, and supplies* used in the manufacture of iron and steel articles, from points in Illinois, on and south of U.S. Highway 36, and St. Louis, Mo., to Kokomo, Ind.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. Applicant holds contract carrier authority under MC 34865 (sub-No. 39), therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 119567 (sub-No. 14), filed March 22, 1973. Applicant: F. H. McCURE and R. V. ESTELL, doing business as EMPIRE TRANSPORT, 2700 Overland Road, Boise, Idaho 83705. Applicant's representative: Kenneth G. Bergquist, P.O. Box 1775, Boise, Idaho 83701. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Pozzolan*, from points in Washington County, Idaho, to points in Idaho and Wyoming; and (2) *cement*, from Lime, Oreg., to points in Idaho south of the northern boundary of Idaho County.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing

authority. If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 119815 (sub-No. 14), filed April 5, 1973. Applicant: INTERSTATE HIGHWAY EXPRESS, INC., 814 Norton Avenue, Bedford, Ind. 47421. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Building, Indianapolis, Ind. 46204. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Corrugated metal sheets, corrugated metal pipe, supplies, and fittings* for the installation thereof, from the plantsite of the Kaiser Aluminum & Chemical Sales, Inc., at Bedford, Ind., to points in Arizona, California, Idaho, Montana, Nevada, New Mexico, Utah, Washington, Oregon, and Wyoming; and (2) *equipment, materials, and supplies* used in the manufacture and processing of corrugated metal sheets and corrugated metal pipe, from points in California and Washington to the plantsite of Kaiser Aluminum & Chemical Sales, Inc., at Bedford, Ind., restricted in (2) above against the transportation of commodities in bulk and commodities which because of size or weight require the use of special equipment and special handling, and under contract in (1) and (2) above with the Kaiser Aluminum & Chemical Sales, Inc., at Bedford, Ind.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind., or Washington, D.C.

No. MC 120727 (sub-No. 3), filed March 9, 1973. Applicant: GALLATIN-PORTLAND FREIGHT LINES, INC., James Street, P.O. Box 888, Gallatin, Tenn. 37066. Applicant's representative: A. O. Buck, 500 Court Square Building, 300 James Robertson Boulevard, Nashville, Tenn. 37201. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) Between Nashville, Tenn., and the Tennessee-Kentucky State line: From Nashville over U.S. Highway 31W to the Tennessee-Kentucky State line, and return over the same route, serving all intermediate points; (2) Between Mitchell and Portland, Tenn.: From Mitchell over Tennessee Highway 109 to Portland, and return over the same route, serving all intermediate points; (3) Between Nashville and Westmoreland, Tenn.: From Nashville over U.S. Highway 31E to Westmoreland, and return over the same route, serving all intermediate points; (4) Between Westmoreland, Tenn., and junction Tennessee Highway 25 and U.S. Highway 31W: From Westmoreland over Tennessee Highway 52 to junction Tennessee Highway 25, thence over Tennessee Highway 25 to junction U.S. Highway 31W, and return over the same route, serving all intermediate points; (5) Between Gallatin and Portland, Tenn.: From Gallatin over Tennessee Highway 109 to Portland, and return over the same route, as an alternate route for operating

convenience only; (6) Between Gallatin and Nashville, Tenn.: From Gallatin over Tennessee Highway 109 to junction Interstate Highway 40, thence over Interstate Highway 40 to Nashville, and return over the same route, as an alternate route for operating convenience only; (7) Between Gallatin and Castilian Springs, Tenn.: From Gallatin over Tennessee Highway 25 to Castilian Springs, and return over the same route, serving all intermediate points, and serving Cato as an off-route point; (8) Between Castilian Springs and Dixon Springs, Tenn.: From Castilian Springs over Tennessee Highway 25 to Dixon Springs, and return over the same route, serving all intermediate points, and serving Cato as an off-route point; (9) Between junction Tennessee Highway 25 and U.S. Highway 231 and Nashville, Tenn.: From junction Tennessee Highway 25 and U.S. Highway 231 over U.S. Highway 231 to junction Interstate Highway 40, thence over Interstate Highway 40 to Nashville, and return over the same route, as an alternate route for operating convenience only; (10) Between Mitchell, Tenn., and Louisville, Ky.: From Mitchell over U.S. Highway 31W to junction Interstate Highway 65, thence over Interstate Highway 65 to Louisville, and return over the same route, serving no intermediate points; and (11) Between Westmoreland, Tenn., and junction U.S. Highway 231 and Interstate Highway 65 (near Bowling Green, Ky.): From Westmoreland over U.S. Highway 231 to junction Interstate Highway 65, and return over the same route, serving no intermediate points, and serving the junction of U.S. Highway 231 and Interstate Highway 65 for purposes of joinder only, restricted in all of the above against the handling of traffic originating at, destined to, or interchanged at points in Davidson County, Tenn., on the one hand, and, on the other, traffic originating at, destined to, or interchanged at Louisville, Ky., and points in its commercial zone.

NOTE.—By the instant application, applicant seeks to extend its present authority to Louisville, Ky., and to convert its presently held certificates of registration held in its own name and those held by Hartsville Freight Lines, Inc., in No. MC-125095 (sub-Nos. 1 and 2) to certificates of public convenience and necessity. By order No. MC-F-11212 issued April 9, 1973, applicant controls, for a 5-year period through lease, the operating rights of Robert H. Bradshaw, doing business as Hartsville Freight Lines, Inc. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn.

No. MC 121142 (sub-No. 12), filed March 29, 1973. Applicant: J & G EXPRESS, INC., 489 Juliette Street, P.O. Box 2069, Jackson, Miss. 39205. Applicant's representative: James N. Clay III, 2700 Sterick Building, Memphis, Tenn. 38103. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between Jackson, Miss., and the site of the New

Clinton Industrial Park Corp. near Clinton, Miss.: From Jackson westward over U.S. Highways 80 and/or Interstate Highway 20 to the site of the new addition to the Clinton Industrial Park Corp. approximately 1 mile west of the old Clinton Industrial Park, and return over the same route, serving all intermediate points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss.

No. MC 121428 (sub-No. 4), filed March 16, 1973. Applicant: ENID FREIGHT LINES, INC., P.O. Box 216, Blackwell, Okla. 74631. Applicant's representative: Dean Williamson, 3535 Northwest 58th Street, Oklahoma City, Okla. 73112. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General commodities*, between Lamont and Tonkawa, Okla.; from Lamont over U.S. Highway 60 to Tonkawa, and return over the same route, serving no intermediate or off-route points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 123048 (sub-No. 254), filed April 17, 1973. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton Avenue, Racine, Wis. 53401. Applicant's representative: Paul C. Gartzke, 121 West Doty Street, Madison, Wis. 53703. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) (a) *Agricultural implements, storage bins, unmounted front-end loaders, and scraper blades*, (b) *attachments for* (a) above, (c) *parts for* (a) and (b) above, and (2) *materials, equipment, and supplies used in the manufacture and distribution of the commodities specified in* (1) above, between Richmond, Ind., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority can be tacked with its existing authority but indicates it has no present intention to tack, therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 123061 (sub-No. 68), filed March 23, 1973. Applicant: LEATHAM BROTHERS, INC., 46 Orange Street, Salt Lake City, Utah 84104. Applicant's representative: Harry D. Pugsley, 400 El Paso Natural Gas Building, Salt Lake City, Utah 84111. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Salt and salt products*, from Silsbee, Utah (near Wendover, Utah), to points in California in and north of San Benito, Monterey, Fresno, and Inyo Counties, Calif.

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed

necessary, applicant requests it be held at Salt Lake City, Utah.

No. MC 124078 (sub-No. 544), filed April 3, 1973. Applicant: SCHWERMANN TRUCKING CO., a corporation, 611 South 28th Street, Milwaukee, Wis. 53246. Applicant's representative: Richard H. Prevette (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Chemicals and war emulsion*, in bulk, in tank vehicles, from Vienna, Ga., to points in Alabama, Florida, Georgia, and Mississippi.

NOTE.—Applicant has pending a contract carrier application in No. MC 113832 (sub-No. 9), therefore dual operations may be involved. Common control may also be involved. Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 124692 (sub-No. 110), filed April 5, 1973. Applicant: SAMMONS TRUCKING, a corporation, P.O. Box 1447, Missoula, Mont. 59801. Applicant's representative: Gene P. Johnson, 425 Gate City Building, Fargo, N. Dak. 58102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Particle board*, from points in Montana, to points in Minnesota, Iowa, Wisconsin, Illinois, Michigan, and Indiana.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg., or Spokane, Wash.

No. MC 124796 (sub-No. 107), filed April 9, 1973. Applicant: CONTINENTAL CONTRACT CARRIER CORP., 15045 East Salt Lake Avenue, P.O. Box 1257, City of Industry, Calif. 91749. Applicant's representative: J. Max Harding, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Water heaters and parts and accessories therefor*, from Ashland City, Tenn., to points in the United States (except Alaska and Hawaii), and returned shipments of water heaters and parts and accessories therefor, from points in the United States (except Alaska and Hawaii) to Ashland City, Tenn., under a continuing contract, or contracts, with Carrier Corp.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 126537 (sub-No. 29), filed March 22, 1973. Applicant: KENT I. TURNER, KENNETH E. TURNER, and ERVIN L. TURNER, doing business as TURNER EXPEDITING SERVICE, P.O. Box 21333, Standiford Field, Louisville, Ky. 40221. Applicant's representative: George M. Catlett, 703-706 McClure Building, Frankfort, Ky. 40601. Authority sought to operate as a common carrier,

by motor vehicle, over irregular routes, transporting: *Parts, electronic components, and supplies* used in the repair, maintenance, and operations of electronic and mechanical office machines, and systems, from Louisville, Ky., to points in Jefferson, Shelby, Oldham, Franklin, Woodford, Fayette, Scott, Bourbon, Nicholas, Fleming, Montgomery, Jassamine, Clark, Madison, Garrard, Boyd, Lincoln, Rockcastle, Mercer, Laurel, Whitley, Knox, Anderson, Hardin, Barren, Warren, Hart, Larue, Carroll, Trimble, Gallatin, Boone, Kenton, Campbell, Pulaski, and Meade Counties, Ky.

NOTE.—Applicant presently holds a motor contract carrier permit in No. MC-129652, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Chicago, Ill.

No. MC-126555 (sub-No. 21), filed March 5, 1973. Applicant: UNIVERSAL TRANSPORT, INC., Box 268, Rapid City, S. Dak. 57701. Applicant's representative: John H. Lewis. The 1650 Grant Street Building, Denver, Colo. 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Bentonite and foundry moulding sand treating compound*, from Belle Fourche, S. Dak., and Upton, Wyo., to points in Montana, Colorado, New Mexico, and North Dakota; (2) *Bentonite and foundry moulding sand treating compound*, in bulk, from Belle Fourche, S. Dak., and Upton, Wyo., to points in Kansas, Nebraska, Minnesota, Iowa, and Illinois; (3) *Bentonite*, from Belle Fourche, S. Dak., to points in Wyoming; (4) *Bentonite*, from Upton, Wyo., to points in South Dakota; (5) *Bentonite*, from Colony, Wyo., to points in Michigan and Ohio (except Defiance); and (6) *Foundry sand treating compounds, including bentonite*, from Colony and Upton, Wyo., to points in Kansas, Nebraska, Minnesota, Iowa, Illinois, and Wisconsin, restricted in (1), (2), (3), and (4) above to traffic originating at the plantsite of American Colloid Co. at or near Belle Fourche, S. Dak., and Upton, Wyo.

NOTE.—Common control was approved in MC-P-8727. Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 127042 (sub-No. 114), filed April 6, 1973. Applicant: HAGEN, INC., 4120 Floyd Boulevard, P.O. Box 98, Leeds Station, Sioux City, Iowa 51108. Applicant's representative: Joseph W. Harvey (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cleaning, polishing, waxing, and buffing compounds, toilet preparations, shampoo, advertising and display materials, supplies, and premiums* (except in bulk), from Fort Madison, Iowa, to points in California.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Washington, D.C.

No. MC 127812 (sub-No. 17), filed March 22, 1973. Applicant: TYSON TRUCK LINES, INC., 185 Fifth Avenue SW., New Brighton, Minn. 55112. Applicant's representative: Anthony C. Vance, 1111 E Street NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Candy and confectioneries*, between New Brighton, Minn., on the one hand, and, on the other, points in Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Clark, Douglas, Dunn, Eau Claire, Iron, Jackson, La Crosse, Oneida, Pepin, Pierce, Polk, Price, Rusk, Sawyer, St. Croix, Trempealeau, Washburn, and Vilas Counties, Wis.

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Minneapolis or Duluth, Minn.

No. MC 127834 (sub-No. 89), filed April 9, 1973. Applicant: CHEROKEE HAULING & RIGGING, INC., 540-42 Merritt Avenue, Nashville, Tenn. 37203. Applicant's representative: M. Bryan Stanley (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* which because of size or weight require the use of special equipment, and *related machinery parts and related contractors' materials and supplies*, when their transportation is incidental to the transportation of commodities which because of size or weight require the use of special equipment, and *commodities* which do not require the use of special equipment, when moving on the same shipment or on the same bill of lading as commodities which because of size or weight require the use of special equipment, *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies*, moving in connection therewith, restricted to commodities which are transported on trailers, between points in Virginia, on the one hand, and, on the other, points in Illinois, Wisconsin, and Tennessee.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority but indicates that it has no present intention to tack and therefore does not identify the points or territories which can be served through tacking. Persons interested in the tacking possibilities are cautioned that failure to oppose the application may result in an unrestricted grant of authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128133 (sub-No. 10), filed March 29, 1973. Applicant: H. H. OMPS, INC., Rural Route No. 5, Winchester, Va. 22601. Applicant's representative: S. Harrison Kahn, suite 733, Investment Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, limestone, and limestone products*, from points in Frederick County, Va., Strasburg, Va., and Bainbridge, Pa., to points in West Virginia, Virginia, Maryland, Delaware, New Jersey, Pennsylvania, North Caro-

lina, South Carolina, Ohio, New York, and the District of Columbia.

NOTE.—Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128544 (sub-No. 3), filed March 15, 1973. Applicant: IOWA STEEL EXPRESS, INC., P.O. Box 1943, Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Konchar, P.O. Box 1943, Cedar Rapids, Iowa 52406. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles, fencing material, hardware, and agricultural implements*, from Chicago, Ill., to the Landmark Truck Stop located on Interstate Highway 80 at Williamsburg Exchange located in Iowa County, Iowa.

NOTE.—The purpose of the instant application is the relocation of an interchange point only. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 129171 (sub-No. 12), filed March 30, 1973. Applicant: ARTHUR SHELLY, INC., Rural Delivery No. 1, Dallas, Pa. 18708. Applicant's representative: Kenneth R. Davis, 999 Union Street, Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Electrical equipment* (except commodities which, because of their size or weight, require the use of special equipment), from Bristol, Pa., to points in Montana, California, Oregon, Washington, Idaho, Arizona, Colorado, Utah, and New Mexico.

NOTE.—Applicant holds contract carrier authority in No. MC-126381 (subs 2 and 8), therefore dual operations may be involved. Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 129226 (sub-No. 3), filed March 30, 1973. Applicant: TO-JON TRUCKING, INC., 6 Verly Court, Bethpage, N.Y. 11714. Applicant's representative: Morton E. Kiel, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by a manufacturer of drapery and curtain hardware, from Raritan Industrial Center, at Edison Township, N.J., to New York, N.Y., and points in Nassau, Suffolk, and Westchester Counties, N.Y., and returned shipments on return, under contract with Kirsch Co., Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 129609 (sub-No. 3), filed April 2, 1973. Applicant: KENWOOD'S MOVING & STORAGE, P.O. Box 429, Sharron Avenue, Plattsburgh, N.Y. 12901. Applicant's representative: Alvin Altman, 1776 Broadway, New York, N.Y. 10019. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used*

household goods, restricted to the transportation of traffic having a prior subsequent movement in containers, beyond the points authorized and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating, and decontainerization of such traffic, between Plattsburgh, N.Y., on the one hand, and, on the other, points in St. Lawrence County, N.Y., and points in Chittenden, Franklin, Grand Isle, Orleans, and Lamoille Counties, Vt.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot or will not be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 133161 (sub-No. 10) filed April 6, 1973. Applicant: GRIESER TRUCKING CO., Route No. 1, Box 152-A, Archbold, Ohio 43502. Applicant's representative: Paul F. Beery, 88 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Corrugated sheets, pads, boxes, and related packaging*, from the plantsite of Georgia-Pacific Corp. at Archbold, Ohio, to points in Illinois, Indiana, Michigan, and Ohio, and (2) *materials and supplies* used in the manufacture and distribution of corrugated sheets, pads, boxes, and related packaging (except commodities in bulk), from points in the States listed in (1) above, to the plantsite of the Georgia-Pacific Corp. at Archbold, Ohio.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 133492 (sub-No. 7), filed April 11, 1973. Applicant: CECIL CLAXTON, Bartow Road, Wrightsville, Ga. 31906. Applicant's representative: William Addams, 5299 Roswell Road NE., suite 212, Atlanta, Ga. 30342. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, from Miami, Fla., to Athens, Ga., and empty containers and pallets on return, under contract with Northeast Sales Distributing, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 134366 (sub-No. 3), filed April 10, 1973. Applicant: CAHOON FARMS TRUCKING, INC., Miner Road, P.O. Box 295, North Rose, N.Y. 14516. Applicant's representative: Herbert M. Canter, 315 Seitz Building, 201 East Jefferson Street, Syracuse, N.Y. 13202. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Frozen foods*, from North Rose, Wolcott, Sodus, Middleport, and Medina, N.Y., to the plantsites and storage facilities of Mrs. Smith's Pie Co. at Pottstown, Lake Winola, Philadelphia, Morgantown, and York, Pa., Landover, Md., and Portsmouth, Va., and (2) *returned, refused,*

and rejected shipments of the above commodities, on return, under a continuing contract with Mrs. Smith's Pie Co. of Pottstown, Pa.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa., Rochester or Syracuse, N.Y., or Washington, D.C.

No. MC 134599 (sub-No. 74), filed March 5, 1973. Applicant: INTERSTATE CONTRACT CARRIER CORP., P.O. Box 748, Salt Lake City, Utah 84110. Applicant's representative: Richard A. Peterson, P.O. Box 80806, Lincoln, Nebr. 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Rubber, rubber products and equipment, materials, and supplies* used in the manufacture and production thereof (except commodities in bulk, which, because of their size and weight require special handling or special equipment), (1) between Opelika, Ala., Dalton, Dublin, Thomson, Hogansville, and Conyers, Ga., and Chattanooga, Tenn., on the one hand, and, on the other, points in Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia, Florida, Wisconsin, Michigan, Illinois, Indiana, Ohio, Kentucky, West Virginia, Virginia, Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Maryland, Pennsylvania, Delaware, and the District of Columbia; and (2) between Chattanooga, Tenn., on the one hand, and, on the other, points in Oregon, Washington, California, Nevada, Idaho, Utah, Arizona, Montana, Wyoming, Colorado, New Mexico, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Minnesota, Iowa, Missouri, Arkansas, and Louisiana, under a continuing contract with Uniroyal, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah, or Lincoln, Nebr.

No. MC 135358 (sub-No. 1), filed March 9, 1973. Applicant: DORY EXPRESS, LTD., a corporation, 241 Erie Street, Waverly, N.Y. 14892. Applicant's representative: Donald C. Carmien, P.O. Box 566, Binghamton, N.Y. 13902. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Glass containers and glass bottles*, from Wharton, N.J., to Elmira, N.Y.; and (2) *cartons and petitions* from Elmira, N.Y., to Wharton, N.J., under a continuing contract with Thatcher Glass Manufacturing Co., Division of Dart Industries, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Elmira or Binghamton, N.Y.

No. MC 135406 (sub-No. 3), filed March 14, 1973. Applicant: LAMAR TRUCKING, INC., 19 Driscoll Street, Rockville Centre, N.Y. Applicant's representative: Samuel B. Zinder, 98 Cutter Mill Road, Great Neck, N.Y. 11201. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Chemicals, minerals, mineral ores, pigments, and materials and supplies* used in the manu-

facture of paints (except commodities in bulk), between points in the New York, N.Y., commercial zone, as defined by the Commission, on the one hand, and, on the other, New York, N.Y., and points in New Jersey, under contract with Smith Chemical & Color Co., Inc., of New York, N.Y.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 135760 (sub-No. 10) (amendment), filed March 19, 1973, published in the FEDERAL REGISTER issue of April 26, 1973, and republished, as amended, this issue. Applicant: COAST REFRIGERATED TRUCKING CO., INC., P.O. Box 188, Holly Ridge, N.C. 28445. Applicant's representative: Herbert Alan Dubin, 1819 H Street NW., Washington, D.C. 20006. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Pork products*, in vehicles equipped with mechanical refrigeration, from Detroit and Grand Rapids, Mich., (1) to points in and east of Michigan, Wisconsin, Illinois, Kentucky, Tennessee, and Mississippi, and (2) to points in California and Washington, under a continuing contract, or contracts, with Frederick & Herrud, Inc., and its subsidiaries: Herrud & Co.; and Herrud Smoked Meats, Inc.

NOTE.—The purpose of this republication is to indicate that applicant seeks to provide service to the destination points of California and Washington, as described in (2) above. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 136129 (sub-No. 2), filed April 9, 1973. Applicant: CONTINENTAL EXPRESS, INC., P.O. Box 74, 612 East Park Avenue, Rich Hill, Mo. 64779. Applicant's representative: Edward L. FitzGerald, suite 700, 112 East 10th Street, Kansas City, Mo. 64106. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Hides, furs, and pelts* (except in tank vehicles), (a) from Butler, Mo., to Fond du Lac, Milwaukee, and Kenosha, Wis.; Chicago, Ill.; New Orleans, La.; Houston, Laredo, and Brownsville, Tex.; Peabody, Mass.; Newark, N.J.; New York, Elmira, and Johnston, N.Y.; Baltimore, Md.; Detroit, Mich.; Norfolk and Richmond, Va.; and South Paris, Maine; and (b) from Fairbury, Gibbon, Omaha, and Gordon, Nebr.; Jamestown, Minn., and Fargo, N. Dak.; Wichita, Solomon, and Seneca, Kans.; San Antonio, Hamilton, Amarilla, Palestine, Fort Worth, and San Angelo, Tex.; Fort Smith and Little Rock, Ark.; Millstadt and Belleville, Ill.; Osage, Clinton, Alton, Des Moines, Cedar Rapids, and Boyden, Iowa; Enid and Oklahoma City, Okla.; Columbus, Ohio; and Muskego, Wis.; to Butler, Mo., under contract with Cox Bros. & Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 136587 (sub-No. 6), filed March 28, 1973. Applicant: ALFRED J. WELLER, doing business as A. J. WELLER, 396 Clarmont, Willowick, Ohio 44095. Applicant's representative:

George S. Maxwell, 526 East Superior Avenue, Cleveland, Ohio 44114. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Green salted cattle hides and green salted sheep pelts*, from Cleveland, Ohio, to Chicago, Ill., Fond du Lac and Milwaukee, Wis., Grand Haven, Mich., points in the New York, N.Y., commercial zone as defined by the Commission, those in the Boston, Mass., commercial zone as defined by the Commission, and Pownal, Vt., under a continuing contract, or contracts with D. E. Rose & Co., Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Cleveland or Columbus, Ohio.

No. MC 136746 (sub-No. 2), filed March 23, 1973. Applicant: CONSOLIDATED PARCEL SERVICE, INC., 9847 Page, Overland, Mo. 63132. Applicant's representative: Douglas E. Tonkinson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise as is dealt in by department and other retail stores*, from St. Louis, Mo., and points in St. Louis County, Mo., to points in Madison and St. Clair Counties, Mo., within a territory described as follows: From St. Louis, Mo., westward along the Mississippi River to the western boundary of Madison County, thence northward along the western boundary of Madison County to the northwest boundary of Madison County, thence eastward along the northern boundary of Madison County to the intersection of Missouri Highway 159, thence southward along Missouri Highway 159 to the intersection of Missouri Highway 140, thence eastward along Missouri Highway 140 to the intersection of Missouri Highway 4, thence southward along Missouri Highway 4 to the intersection of Missouri Highway 177, thence westward along Missouri Highway 177 to the intersection of Missouri Highway 158, thence southwestward along Missouri Highway 158 to the southwest boundary of St. Clair County, thence northwestward along the southwest boundary of St. Clair County to the Mississippi River, thence along the Mississippi River to St. Louis.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.

No. MC 138075 (sub-No. 3), filed March 30, 1973. Applicant: ARNOLD KEMPER doing business as KEMPER TRUCK LINE, Box 181, Melrose, Minn. 56352. Applicant's representative: Richard W. Greeman, 4530 Excelsior Boulevard, Minneapolis, Minn. 55416. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Milwaukee, Wis., to Melrose, Minn., under a continuing contract with Spaeth Distributing Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 138102 (sub-No. 2), filed March 27, 1973. Applicant: CARSON D. BOUTWELL, doing business as BOUTWELL TRUCK LINES, Route 3, Jay, Fla. 32565. Applicant's representative: Bobby A. Boutwell, P.O. Box 338, Jay, Fla. 32565. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry bulk fertilizer*, from Cottondale and Pensacola, Fla., to points in Alabama and Mississippi.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Pensacola, Fla., Mobile, Montgomery, or Birmingham, Ala.

No. MC 138198 (sub-No. 1), filed March 29, 1973. Applicant: SPD TRUCK LINE, INC., Opalena at Cottage, Abilene, Kans. 67401. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such commodities as are dealt in or used by wholesale or retail discount or variety stores*, between points in Kansas, Colorado, New Mexico, Texas, Missouri, Nebraska, Oklahoma, Arkansas, and Iowa; and (2) *Personal property of employees*, between points in Kansas, Colorado, New Mexico, Texas, Missouri, Nebraska, Oklahoma, Arkansas, and Iowa, under a continuing bilateral contract, or contracts, in (1) and (2) above with Duckwall Stores, Inc., and Western Merchandise Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 138375 (sub-No. 4), filed February 21, 1973. Applicant: J. H. WARE TRUCKING, INC., 909 Brown Street, P.O. Box 398, Fulton, Mo. 65251. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packing-houses*, from the plantsite and warehouse facilities of National Beef Packing Co., located at Liberal, Kans., to points in Ohio, Illinois, Indiana, Kentucky, Michigan, and Tennessee, under contract with National Beef Packing Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Lincoln, Nebr.

No. MC 138414 (Sub-No. 1), filed April 9, 1973. Applicant: HAROLD JOHN BELL, doing business as H. J. BELL, 320 South Yellowstone, Livingston, Mont. 59047. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crushed and/or broken limestone*, from Livingston and Gardiner, Mont., to Minot, N. Dak., Portland, Beaverton, Corvallis and Eugene, Oreg., and Tacoma, Midway, Kent, Centralia, Chehalis, Longview, and Yakima, Wash.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Billings or Livingston, Mont.

No. MC 138520, filed December 11, 1972. Applicant: R. JOHNS TRANSFER, INC., 2206 Patterson Avenue SW., Roanoke, Va. 24016. Applicant's representative: Kenneth N. Hylton, 2905 Cadillac Tower, Detroit, Mich. 48226. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment because of size or weight), between points in Virginia, North Carolina, Maryland, New Jersey, New York, Pennsylvania, West Virginia, Delaware, and the District of Columbia.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Richmond, Va.

No. MC 138524 (sub-No. 1), filed April 2, 1973. Applicant: DON MAXON, P.O. Box 101, Ontario, Oreg. Applicant's representative: F. L. Sigloh, P.O. Box 7651, Boise, Idaho 83707. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand, gravel, concrete mix, rocks, and debris*, from points in Malheur County, Oreg., to points in Ada, Gem, Payette, Canyon, Washington, and Elmore Counties, Idaho, under contract with Flynn's Sand & Gravel Inc., Robert J. Lzicak Construction, Northwest Industrial Construction, and Wayne King.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Boise, Idaho.

No. MC 138535, filed March 6, 1973. Applicant: MICHAEL SANTILLO, JR., doing business as SANTILLO TRUCKING CO., 803 Walden Avenue, Buffalo, N.Y. 14211. Applicant's representative: David P. Feldman, 207 Delaware Avenue, Buffalo, N.Y. 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Automobile parts and accessories*, from points in Erie County, N.Y., to points in Bradford, Clarion, Clearfield, Columbia, Crawford, Elk, Erie, Lawrence, McKean, Mercer, Potter, Tioga, Vanango, and Warren Counties, Pa., and Allegany, Broome, Cattaraugus, Cayuga, Chautauqua, Chemung, Cortland, Erie, Genesee, Livingston, Monroe, Niagara, Onondaga, Ontario, Orleans, Oswego, Schuyler, Seneca, Steuben, Tioga, Tompkins, Wayne, Wyoming, and Yates Counties, N.Y., and (2) *reusable or salvageable "trade-in" automobile parts*, from the destinations to the origins in (1) above.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y., Pittsburgh, Pa., New York, N.Y., or Washington, D.C.

No. MC 138545, filed March 16, 1973. Applicant: J. C. DOYLE, doing business as J. C. DOYLE MOVING & STORAGE, 104 North Fifth Street, Union City, Tenn. 38261. Applicant's representative: Wm. M. Crawford, Associated Transportation Center, P.O. Box 99156, Seattle, Wash. 98199. Authority sought to operate as a

common carrier, by motor vehicle, over irregular routes, transporting: *Used household goods*, between points in Fulton, Hickman, Calloway, Trigg, Todd, Simpson, Allen, Barren, Warren, Edmonson, Hart, Grayson, Hardin, Hancock, Breckinridge, Ohio, Butler, Logan, Christian, Muhlenburg, McLean, Daviess, Webster, Henderson, Union, Crittenden, Livingston, Caldwell, Marshall, Graves, Carlisle, McCracken, and Ballard Counties, Ky., Gallatin, Saline, Hardin, Pope, Massac, Pulaski, Alexander, Johnson, Union, Williamson, and Jackson Counties, Ill., Perry, Cape, Girardeau, Madison, Bollinger, Wayne, Scott, Mississippi, Stoddard, Carter, Ripley, Butler, New Madrid, Dunklin, and Pemiscot Counties, Mo., Randolph, Clay, Greene, Lawrence, Independence, Craighead, Mississippi, Jackson, Poinsett, Cross, Crittenden, Woodruff, St. Francis, Lee, Cleburne, White, Faulkner, Pulaski, Saline, Prairie, Lenoire, Monroe, Grant, Efferson, Arkansas, and Phillips Counties, Ark., Coahoma, Quitman, Panola, Tunica, Tate, Marshall, Benton, and De Soto Counties, Miss., and Obion, Weakley, Lake, Dyer, Gibson, Henry, Carroll, Benton, Humphreys, Houston, Dickson, Montgomery, Cheatham, Davidson, Robertson, Madison, Henderson, Decatur, Crockett, Lauderdale, Haywood, Shelby, Tipton, Hardeman, and Stewart Counties, Tenn., restricted to the transportation of traffic having a prior or subsequent movement in containers, beyond the points authorized, and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating, and decontainerization of such traffic.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Memphis or Nashville, Tenn.

No. MC 138563, filed March 26, 1973. Applicant: J. M. J. PROJECTS, INC., 2109 West 50th Street, Shawnee Mission, Kans. 66205. Applicant's representative: Erle W. Francis, suite 719, 700 Kansas Avenue, Topeka, Kans. 66603. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Used and junk batteries; residues, residuum scale, slimes, sludge, sweepings, or washings*, in packages; and *scrap*, loose, from Leavenworth, Kans., to Omaha, Nebr.; and (2) *lead ingots, antimonial and litharge*, from Omaha, Nebr., to Leavenworth, Kans., and Kansas City, Mo., under a continuing contract in (1) and (2) above with Gould, Inc.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Minneapolis-St. Paul, Minn.

No. MC 138564, filed March 26, 1973. Applicant: TRANSFER SUPPLY CO., doing business as STORMES MOVING AND STORAGE, a corporation, 321 North Lane Avenue, Jacksonville, Fla. 32205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Used household goods*, between points in the

Jacksonville, Fla., commercial zone, and Duval, Nassau, Clay, St. Johns, Baker, Putnam, Alachua, Columbia, and Bradford Counties, Fla., restricted to the transportation of traffic having a prior or subsequent movement in containers, beyond the points authorized and further restricted to the performance of pickup and delivery service in connection with packing, crating, and containerization or unpacking, uncrating, and decontainerization of such traffic.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla.

No. MC 138566, filed March 26, 1973. Applicant: IRVIN WALTER TRUITT, doing business as TRUITT'S EXPRESS, 308 East Umstead Street, Durham, N.C. 27707. Applicant's representative: Irvin W. Truitt (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *General supplies and equipment* (laboratory equipment, office supplies, including but not limited to glassware, chemicals, and animal food), between the National Institute of Environmental Health Sciences, at Durham, N.C., and the National Institutes of Health, at Bethesda, Md.; from the National Institute of Environmental Health Sciences, at Durham over Interstate Highway 85 via the Richmond-Petersburg Turnpike to junction Interstate Highway 95, thence over Interstate Highway 95 to junction Interstate Highway 495, thence over Interstate Highway 495 to the National Institutes of Health, at Bethesda, and return over the same route, serving no intermediate points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Durham, Raleigh, or Greensboro, N.C.

No. MC 138571 (sub-No. 2), filed April 18, 1973. Applicant: PAUL W. MUMFORD, JR., doing business as MUMFORD HORSE TRANSPORTATION, Turf Trailer Park, Charles Town, W. Va. 25414. Applicant's representative: Bernard J. Hasson, Jr., 927 15th Street NW., suite 306, Washington, D.C. 20005. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Livestock*, other than ordinary, for breeding, racing, show, and other special purposes, and in the same vehicle with such livestock, *personal effects of attendants, trainers, and exhibitors, and supplies and equipment* used in the care and exhibition of such animals, between Charles Town, W. Va., on the one hand, and, on the other, points in Delaware, Kentucky, Maryland, Virginia, and West Virginia.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Charles Town, W. Va.

MOTOR CARRIERS OF PASSENGERS

No. MC 3647 (sub-No. 443), filed April 6, 1973. Applicant: TRANSPORT OF NEW JERSEY, 180 Bayden Avenue, Maplewood, N.J. 07040. Applicant's representative: John F. Ward (same address as applicant).

Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, in special operations, in round-trip sightseeing and pleasure tours, (1) beginning and ending at points in Atlantic County (except Atlantic City), Cape May, Monmouth (except at points east of the Garden State Parkway), and Ocean Counties, N.J., and extending to points in the United States (including Alaska but excluding Hawaii); (2) beginning and ending at points in Cumberland County, N.J., and extending to points in the United States (including Alaska but excluding Alabama, Connecticut, Delaware, Florida, Georgia, Hawaii, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and the District of Columbia); and (3) beginning and ending at points in Passaic and Essex Counties, and Fort Lee, Englewood, Teaneck, and Hackensack, N.J., and that part of Paramus, N.J., along and south of New Jersey Highway 4 in Bergen County, and extending to points in Barnesville, Pa., and points in Perling, N.Y.

NOTE.—Applicant presently holds a brokerage license in No. MC-12668. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 29957 (sub-No. 90), filed March 14, 1973. Applicant: CONTINENTAL SOUTHERN LINES, INC., Box 8435, 1785 Highway 80 West, Jackson, Miss. 39204. Applicant's representative: Frank Kegley (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage* in the same or separate vehicles, and *express and newspapers* in the same vehicle with passengers, between Crossett, Ark., and junction Arkansas Highway 81 and U.S. Highway 82; from Crossett over Arkansas Highway 52 to junction Arkansas Highway 81, thence over Arkansas Highway 81 to junction U.S. Highway 82, and return over the same route, serving all intermediate points.

NOTE.—Common control was approved by the Commission in Nos. MC-F-10160 and 10161. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., Memphis, Tenn., or Jackson, Miss.

No. MC 95466 (sub-No. 4), filed February 15, 1973. Applicant: DATTCO, INC., 99 Newington Avenue, New Britain, Conn. 06051. Applicant's representative: Samuel B. Zinder, 98 Cutter Mill Road, Great Neck, N.Y. 11021. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle as passengers, in charter operations beginning and ending at Meriden, New Haven, Middletown, Bridgeport, and Stamford, Conn., and New Rochelle, N.Y., and extending to points in the United States (including

Alaska but excluding Hawaii), restricted to charter operations originating at Springfield, Mass., Hartford, Conn., or New York, N.Y.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 138511 (sub-No. 2), filed March 29, 1973. Applicant: THE TERMINAL SERVICE CO., a corporation, 600 Provident Bank Building, Cincinnati, Ohio 45202. Applicant's representative: John A. McJoynt, Jr. (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Passengers* (train and engine crews), from Indianapolis, Ind., to points in Ohio along the Penn Central Railroad.

NOTE.—If a hearing is deemed necessary, applicant does not specify a location.

No. MC 138565, filed March 19, 1973. Applicant: TRANSPORTES MONTERREY CADEREYTA REYNOSA S.A. de C.V., a corporation, Insurgentes Norte No. 42, Mexico, D.F., Mexico. Applicant's representative: H. H. Rankin, Jr., 804 Pecan, P.O. Box 3592, McAllen, Tex. 78501. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, (1) between the port of entry on the international boundary line between the United States and the Republic of Mexico south of Brownsville, Tex., and the Continental Trailways International Bus Depot at Brownsville, Tex.; from the port of entry on the international boundary line between the United States and the Republic of Mexico at the Gateway Bridge at or near Brownsville, Tex., over city streets to the Continental Trailways International Bus Depot at Brownsville; and return over the same route, restricted against the transportation of traffic originating at or destined to Matamoros, Tamaulipas, Mexico; and (2) between the port of entry on the international boundary line between the United States and the Republic of Mexico south of Hidalgo, Tex., and McAllen, Tex.; from the port of entry on the international boundary line between the United States and the Republic of Mexico at the International Bridge at or near Hidalgo, Tex., over

Bridge Street to Texas State Highway 336, thence over Texas State Highway 336 to McAllen, thence over city streets to the Continental Trailways Bus Depot at McAllen, and return over the same route, serving the intermediate points of Hidalgo, Tex., restricted against the transportation of traffic originating at or destined to Reynosa, Tamaulipas, Mexico.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at McAllen or Brownsville, Tex.

APPLICATIONS FOR BROKERAGE LICENSES

No. MC 12426 (sub-No. 2), filed March 9, 1973. Applicant: GROUP UNLIMITED INC., 15 Central Park West, New York, N.Y. 10023. Applicant's representative: Sidney J. Leshin, 501 Madison Avenue, New York, N.Y. 10022. For a license (BMC-5) to engage in operations as a broker at New York, N.Y., in arranging for transportation, by motor vehicle, in interstate or foreign commerce, of individual passengers and groups of passengers, and their baggage, in special and charter operations, in all-expense tours, between points in the United States (except Alaska and Hawaii).

No. MC 130197, filed February 16, 1973. Applicant: DOROTHY M. ST. ONGE and BERNARD ST. ONGE, doing business as DELTA TRAVEL AND TOUR, 2510 First Avenue North Escanaba, Mich. 49829. For a license (BMC-5) to engage in operations as a broker at Escanaba, Mich., in arranging for transportation, by motor vehicle, in interstate or foreign commerce, of individual passengers and groups of passengers, and their baggage in the same vehicle, in special and charter operations, in all-expense tours, beginning and ending at points in Michigan, and extending to points in the United States including Alaska and Hawaii.

No. MC 130198, filed March 28, 1973. Applicant: ROBERT GAVIN & ASSOCIATES, INC., 2252 South Kinnekin Avenue, Milwaukee, Wis. 53207. Applicant's representative: F. Thomas Olson, Midland National Bank Building, 211 West Wisconsin Avenue, Milwaukee, Wis. 53203. For a license (BMC-5) to engage in operations as a broker at Milwaukee, Wis., in arranging for transportation, by motor vehicle, in interstate or foreign

commerce, of individual passengers and groups of passengers, and their baggage, in special and charter operations, in round-trip, all-expense tours, beginning and ending at points in La Crosse, Rock, Milwaukee, Waukesha, Racine, Kenosha, Washington, and Dane Counties, Wis., and extending to points in the United States including Alaska and Hawaii.

No. MC 130199, filed March 22, 1973. Applicant: GADABOUT TOURS, INC., doing business as ANDERSON TRAVEL SERVICE, 423 East McCallum Way, Palm Springs, Calif. 92262. Applicant's representative: L. C. Major, Jr., suite 301, Tavern Square, 421 King Street, Alexandria, Va. 22314. For a license (BMC-5) to engage in (1) operations as a broker, at Palm Springs, Hemet, Palm Desert, and Riverside, Calif., in arranging for transportation, by motor vehicle, in interstate or foreign commerce, of passengers and their baggage, in special and charter operations, beginning and ending at points in Ventura, Santa Barbara, Kern, San Bernardino, Orange, Riverside, San Diego, Los Angeles, Imperial, and San Luis Obispo Counties, Calif., and points in Maricopa and Palm Counties, Ariz., and extending to points in the United States (including Alaska and Hawaii).

APPLICATION IN WHICH HANDLING WITHOUT ORAL HEARING HAS BEEN REQUESTED

No. MC 138384 (sub-No. 2), filed April 5, 1973. Applicant: ELWOOD LYNCH, an individual, Krafts Trailer Court, Moberly, Mo. 65270. Applicant's representative: Tom B. Kretsinger, suite 910, Fairfax Building, 101 West 11th Street, Kansas City, Mo. 64105. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages*, from Belleville, Ill., to Moberly, Mo.; and (2) *empty malt beverage containers*, from Moberly, Mo., to Belleville, Ill.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Jefferson, Mo.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.73-9200 Filed 5-9-73; 8:45 am]

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THURSDAY, MAY 10, 1973

WASHINGTON, D.C.

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PART II



DEPARTMENT OF TRANSPORTATION

Coast Guard

■

GREAT LAKES LOAD LINES

**Establishment of Load Lines;
Calculation and Assignment
of Freeboards, etc.**

Title 46—Shipping
CHAPTER I—COAST GUARD,
DEPARTMENT OF TRANSPORTATION
 [CGD 73-49R]

GREAT LAKES LOAD LINES

Establishment of Load Lines; Calculation and Assignment of Freeboards, etc.

The purpose of these amendments to the regulations governing Great Lakes loadlines is to adopt new provisions for the calculations of freeboards and additional conditions of assignment of freeboards and loadlines.

In the March 23, 1973, issue of the *FEDERAL REGISTER* (38 FR 7678), the Coast Guard proposed regulations to adopt new provisions for the calculations of freeboards including new conditions of assignment.

Written and oral comments were received from respondents in both United States and Canada and included the shipowners, shipbuilders, classification societies, and governmental representatives from the Board of Steamship Inspection and the Coast Guard.

All commenters were in favor of the new regulations but many changes were suggested for clarification or to improve administration. There were also several substantive suggestions for changes in requirements.

The following is a discussion on comments received for substantive changes to the proposal and an explanation of the changes that were made by the Coast Guard.

In part 42 a number of changes were made to implement the new part 45. In § 42.03-5, references for Great Lakes voyages were placed into a separate paragraph and require that vessels 79 feet or more on such voyages would be subject to the new regulations in part 45. In § 42.03-3 a new exception procedure was introduced and explained. In § 42.05-3, "existing vessel" has been further defined to explain that the new regulations do not specifically refer to an "existing" vessel but that all vessels prior to the new regulations will be considered existing vessels unless they can comply with subpart D in the new part 45 to be considered new vessels. In § 42.05-40(c), Victoria Bridge, Montreal, Canada, is the dividing line between fresh water and salt water in the St. Lawrence River which has been used by the Canadian authorities for many years. The duration of the loadline certificate and the amount of time that it may be extended has been inserted in § 42.07-5. The surveys by the American Bureau of Shipping or other approved assigning authority have been clarified for Great Lakes vessels in § 42.09-15(c) and the requirements on stability and strength have been noted in § 44.05-25(a).

In part 44, it was especially necessary to modify the present wording such that the new calculations for freeboard would not be used on the ocean routes. Special service, although it is used within 20 miles of land along our coasts, may be subject to ocean-sea conditions and the residual seaways from ocean storms which affects the shipping along our

coasts. The new freeboard table and the calculations for the Great Lakes are based on studies which have shown that the wave conditions on the Great Lakes may approach ocean conditions of moderate but not full height. Therefore while special service loadlines are continued, the older regulations of part 45 for calculation of freeboards will be used where Great Lakes regulations are indicated in part 44.

In the new part 45, the following changes have been made:

Section 45.3 Paragraph (h), Freeboard Deck—definition of.—The definition of freeboard deck in part 45 is similar to the definition in the International Load Line Convention, 1966, on which these new regulations are modeled. A suggestion was made that the assigning authority should also designate the lower deck as the freeboard deck. This suggestion was not adopted because the Coast Guard wants a record of those vessels which utilize this special definition. This can best be done by submitting a request to the Commandant when such a designation is desired.

A general request was made that the several places where the Commandant is mentioned be modified by adding the words "assigning authority". All of these sections were reviewed and in several cases it appeared proper to add a reference to the assigning authority. The other sections where this has not been adopted are felt to be information which the Commandant should be particularly advised on or they were sections in which both the Commandant and the classification society were already mentioned.

Paragraph (l), Length of Superstructure—definition of.—It was suggested that this definition should include the phrase "which extend to the sides of the vessel". This change has been adopted since it clarifies the definition.

Paragraph (p), Exposed position—definition of.—It was suggested that the alternate definition of "exposed positions" which is based on the Convention wording for superstructures was superfluous. The comment was accepted and paragraph (p) (2) was deleted.

Paragraph (r), Steel—definition of.—Many comments were made on this definition. It was pointed out that the several parameters in the proposals were not the only ones which would occasionally be used nor would all of them be used at the same time on every occasion. A change to the definition was made based on these comments to reflect that the parameters are some of the items with which equivalency is judged.

Section 45.5. A typographical error in the winter loadlines in paragraph (d) was corrected from March 15 to 31.

Section 45.11.

Section 45.11. This section was changed to three paragraphs instead of two for readers convenience and understanding.

Section 45.15. A number of comments were received that suggested that the last sentence in paragraph (b) should show to whom the Commandant will communicate details of a special exemption. The intent was that this would be an exchange of information between the

United States and Canada in continuation of the spirit of the cooperation which has existed since the regulations were inaugurated. The suggestion was approved and the change has been made.

Section 45.31. Section 45.31 and figure 1 pertains to the deck line. The Administrations has proposed a change from the 15 inches which is currently used on the Great Lakes to 12 inches in order to be consistent with international practice. In accordance with the suggestions received that 15 inches be continued, the requirement has been modified by adding the words "at least" to precede the words "12 inches long".

It was suggested that the Joint Technical Committee's recommendation to use the inner intersection line on the hull plating be used. The administrations considered this suggestion but came to the conclusion that it would be better to retain the existing practice which is to use the outer intersection line since this practice is also in effect in the International Convention and a minor difference would be introduced into the regulations for no real purpose.

Sections 45.35 and 45.37. A suggestion was made that the vessel need not have all of its loadlines marked in the interests of simplifying the complicated seasonal marking as in figure 2. This suggestion was discussed between the two administrations of Canada and the United States. Canadian practice has been to place seasonal marks for all seasons at the applicable freeboard even when they coincide. The Coast Guard feels that this approach has the advantage of letting the observer know in a precise manner whether the vessel is on its proper marks for the season of the year without having to stop the ship, go to the bridge, and look at the certificate. A comment was made that many of the vessels which have reason to have a single seasonal loadline for all seasons by reason of structural limitations or draft limitations should not be required to have all seasonal letters painted on the ship and that only the line itself should be required. However the administrations feel that just the line itself would not suffice. In order to show what seasons are applicable and what are not applicable, all seasons must be marked.

Section 45.51. A suggestion pointed out that the use of the phrase "main deck", while usually denoting the weather deck on the oceans, has a traditionally different application on the Great Lakes. The suggestion has been approved and the requirement has been changed by inserting the words "freeboard" in place of the word "main".

Section 45.53. A number of suggestions were made concerning this section. One suggestion was to add the unit of length in the formulas to clarify the formulas, both for seasonal freeboards and when a scantling or subdivision draft is in effect. The suggestion has been approved.

It was suggested that the word "geometric" be introduced in the text concerning summer freeboard. Although the word is understandable technically, the suggestion was not approved in order to avoid extra definitions in the regulations.

Section 45.55. A suggestion was made to reverse the order of the formulas so that they would be more coherent. Also the L/D limitations in the Joint Technical Committee recommendation were inadvertently omitted in the proposal. Accordingly, the suggestions were approved and the proposed paragraph (a) is now paragraph (b), the proposed paragraphs (b) and (c) are now paragraph (a), and paragraph (c) contains the Joint Technical Committee's recommendation for L/D limitation.

Section 45.57. One comment pointed out that the use of the word "Commandant" might be modified by allowing the approved assigning authority to handle a modification of deck line position. This comment was accepted. Also, another comment pointed out that we had not picked up the recommendation of the Joint Technical Committee that no freeboard of less than 2 inches may be assigned. This omission was corrected.

Table 4. Several typographical errors were corrected.

Section 45.65. It was suggested that paragraph (d) be rewritten to conform with the International Load Line Convention, 1966. The suggestion was approved and wording very similar to the Convention was inserted. Also, a comment requested the deletion of the explanatory sentence on the parabolic formula without deleting the formula itself. This suggestion was also approved.

Section 45.69. The bow height calculation has been modified to apply only to manned vessels in order to agree with the concept of its use in the International Load Line Convention, 1966.

Sections 45.71, 45.73, and 45.75. There were a number of typographical errors pointed out and a suggestion for adding the units of length. In §§ 45.73 and 45.75, the word "more" has been changed to "less" in accordance with the original Joint Technical Committee recommendation.

Section 45.77. It was pointed out that the addition for a vessel which does not have calculated immersion information from the Joint Technical Committee Report was omitted. Accordingly, the omission was corrected.

Sections 45.103 and 45.105. It was suggested that the word "unacceptable" be used in place of the word "excessive" since an acceptable standard is defined in the interim strength standard for the Great Lakes. This suggestion was approved.

Section 45.115. Two suggestions concerning paragraph (a) were adopted—

(1) Deckhouses on the freeboard deck should be required to have guardrails; and

(2) Paragraph (c) should be reworded to refer to paragraph (a) so that not only the open rails would be described but also the bulwarks which should be in place along the unmentioned half of the trunk length would be covered. These suggestions were approved.

Section 45.127. Comments pointed out that paragraph (a) (3) was not understandable. Upon review, it was determined that an error in editing had

occurred. This paragraph has been corrected and shortened.

In paragraph (b) (2), the words "or more" were inserted after "Hs" for clarification.

Section 45.133. Several comments were received regarding the requirement of proper installation. The comments stated that improper installation would be obvious, something which an inspector would require to be corrected immediately. Also a request was received to avoid defining the thickness in terms of "corrosion or fatigue." Accordingly, both suggestions were accepted and the same general term that was used for superstructures has been used in this section. Additionally, it was pointed out that the height of the air pipes was not as accurate as in the Joint Technical Committee proposal, and this has been changed.

Section 45.139. A paragraph has been added further defining the requirements on side scuttles to require deadlights in accordance with the recommendation made by the Joint Technical Committee.

Section 45.145. This change corrects a printing error that occurred in the proposed rulemaking. The positions of the formulas have been corrected.

Section 45.147. Paragraph (c) was added in accordance with the Joint Technical Committee's recommendations that when the safety of the ship is not impaired, the height of coamings might be reduced.

Section 45.153. There were comments on the use of the term "fatigue resistance" in paragraph (a). However, the term has been retained and the words "to the hull" have been inserted for clarification. The words "approved by the Commandant" have been deleted to eliminate inference that the Commandant will approve every through-hull fitting. Instead the regulations now serve as an engineering guidance for the designer and builder and requires that hull pipes through hull fittings must be equivalent in strength to the hull.

Section 45.157. It was necessary to clarify the first sentence so that the reader may determine whether 24 inches or 0.5B would be used. The second sentence has been re-edited to call for thickness not less than extra heavy pipe.

Joint review. In addition to the development of the original proposal by the Joint Technical Committee established by the United States and Canada, the comments and recommendations made on the proposed rulemaking have been subject to review by both the Board of Steamship Inspection of Canada and the Coast Guard. Both Agencies have commented to each other and have compared their regulations for similar intent. This is a continuing effort. While the Canadian and United States regulations differ in official format, both sets of regulations conform to substantive requirements. It is the intent of the Coast Guard and the Board of Steamship Inspection of Canada to maintain each country's Great Lakes load line regulations to be as similar as possible in accordance with the agreement set up by the exchange of notes in 1938 through 1940 by the Secre-

tary of State of the United States and his counterpart, the Minister of the Exterior for Canada.

In consideration of the foregoing, the proposed regulations published in the March 23, 1973, issue of the *FEDERAL REGISTER* (38 FR 7678), are hereby adopted, with the above described changes, and chapter I of title 46, Code of Federal Regulations, is amended as follows:

PART 42—DOMESTIC AND FOREIGN VOYAGES BY SEA

§ 42.03-1 [Amended]

1. By amending § 42.03-1(b) by striking the words "Provided, further, That no loadline requirements in this part implementing only the 1966 Convention shall apply to vessels solely navigating the Great Lakes of North America (see § 42.05-40)" and inserting the following words: "Provided, further, That loadline requirements in this part derived solely from the 1966 Convention do not apply to vessels navigating the Great Lakes of North America (see § 42.05-40); *Provided, further, That loadline requirements for vessels that operate solely on waters of the Great Lakes, including the St. Lawrence River, are contained in part 45 of this subchapter.*"

2. By amending § 42.03-5 by revising paragraph (c) and adding paragraph (d) to read as follows:

§ 42.03-5 U.S. flag vessels subject to the requirements of this subchapter.

(c) *Vessels engaged solely on Great Lakes voyages.*—A U.S. flag vessel 79 feet and more and 150 gross tons or over that engages solely on Great Lakes voyages is subject to the applicable provisions of this part and part 45 of this subchapter and must comply with the regulations in force on the date the keel is laid or a similar progress in construction is made.

(d) *Special service coastwise voyage.*—A U.S. flag vessel 150 gross tons or over that engages in a "special service coastwise voyage" is subject to the applicable provisions of this part and part 44 of this subchapter.

3. By amending § 42.03-30 by adding a sentence to follow the second sentence in paragraph (b) (2) and revising paragraphs (e) and (f) to read as follows:

§ 42.03-30 Exemptions for vessels.

(b) * * *

(2) * * * If the Commandant grants an exemption pursuant to this subparagraph to a U.S. flag vessel that operates on the Great Lakes of North America, he may notify the Chairman of the Board of Steamship Inspection of Canada of the nature of the exemption, but no special exemption certificate is issued.

(e) The Commandant may exempt from any of the requirements of this part a vessel that engages on a domestic voyage by sea or a voyage solely on the Great Lakes and embodies features of a novel

kind, if the novel features and any additional safety measures required are described on the face of the issued certificate.

(f) A vessel that is not usually engaged on domestic voyages by sea or on voyages on the Great Lakes but that, in exceptional circumstances, is required to undertake a single such voyage between two specific ports is—

(1) Subject to the Coastwise Load Line Act, as amended and the applicable regulations of this subchapter; and

(2) Issued a single voyage load line authorization by the Commandant that states the conditions under which the voyage may be made and any additional safety measures required for a single voyage.

4. By revising paragraph (e) of § 42.05-30 to read as follows:

§ 42.05-30 Existing vessel.

(e) As used in part 45 of this subchapter, "existing vessel" in all regulations pertaining to a vessel engaged solely on Great Lakes voyages before April 14, 1973, means a vessel whose keel was laid before August 27, 1936. The regulations pertaining to these vessels that are in effect after April 14, 1973, do not use the term "existing vessel".

5. By amending § 42.05-40(c) by adding a sentence to follow the first sentence to read as follows:

§ 42.05-40 Great Lakes.

(c) * * * In addition, the Victoria Bridge, Montreal, Canada, is the dividing line between fresh water and salt water in the St. Lawrence River.

6. By striking in the second sentence of § 42.07-1(b) the reference "§ 45.01-75 (b)" and inserting "§ 45.9" in place thereof.

7. By striking in the first sentence of § 42.07-1(c) the reference "parts 44 and 45" and inserting "part 45" in place thereof.

8. By revising § 42.07-45(d) to read as follows:

§ 42.07-45 Loadline certificates.

(d) Each loadline certificate is issued for the following length of time:

(1) An international and coastwise certificate is issued for 5 years and may be extended by the Commandant up to 150 days from the date of the—

(i) Survey that is endorsed on the certificate by the surveyor authorized by the Coast Guard; or

(ii) Last day of the 5-year period.

(2) A Great Lakes certificate is issued for 5 years and may be extended by the Commandant up to 90 days from the date of the—

(i) Survey that is endorsed on the certificate by the surveyor authorized by the Coast Guard; or

(ii) Last day of the 5-year period.

9. By revising the second sentence of § 42.09-15(c) (1) reading as follows:

§ 42.09-15 Surveys by the American Bureau of Shipping or assigning authority.

(c) * * *
(1) * * * If, after a survey has been passed, a loadline certificate can not be issued before the current certificate expires, the current certificate may be extended by an endorsement in accordance with the requirements contained in § 42.07-45(d). * * *

PART 44—VARIANCE FOR STEAM COLLIERS, BARGES, AND SELF-PROPELLED BARGES (WHEN ENGAGED IN SPECIAL SERVICES ON COASTWISE AND INTER-ISLAND VOYAGES)

10. By amending § 44.05-25 by revising paragraph (a) (2) and adding subparagraph (3) to read as follows:

§ 44.05-25 Freeboards.

(a) * * *
(2) The requirements in §§ 42.09-1 and 42.09-10 that relate to the assignment of freeboards and to stability are applicable to each vessel subject to the requirements in this part.

(3) The assigning authority that assigns a vessel subject to the requirements in this part a freeboard under part 45 of this chapter shall do so in accordance with the requirements in effect as of October 1, 1972.

PART 45—GREAT LAKES LOAD LINES

11. By revising part 45 to read as follows:

Subpart A—General

Sec.	Purpose.
45.1	Definitions.
45.3	Seasonal application of load lines.
45.5	Seasonal application of load lines for vessels not marked under this part.
45.9	Issue of load line certificate.
45.11	Form of certificate.
45.13	Exemptions.
45.15	

Subpart B—Load Line Marks

45.31	Deck line.
45.33	Diamond.
45.35	Seasonal load lines.
45.37	Salt water load lines.
45.39	Marking.

Subpart C—Freeboards

45.51	Types of ships.
45.53	Summer freeboard.
45.55	Freeboard coefficient.
45.57	Correction: Position of deck line.
45.58	Correction: Short superstructure.
45.59	Definitions for superstructure corrections.
45.61	Correction for superstructures and trunks.
45.63	Correction for sheer.
45.65	Excess sheer limitations.
45.67	Sheer measurement.
45.69	Correction for bow height.
45.71	Midsummer freeboard.
45.73	Winter freeboards.
45.75	Intermediate freeboard.
45.77	Salt water freeboard.

Subpart D—Conditions of Assignment

45.101	Purpose.
45.103	Structural stress and stability.
45.105	Information supplied to the master.
45.107	Strength of hull.
45.109	Strength of superstructures and deckhouses.
45.111	Strength of bulkheads at ends of superstructures.
45.113	Access openings in bulkheads at ends of enclosed superstructures.
45.115	Bulwarks and guard rails.
45.117	Freeing port area: General.
45.119	Freeing port area: Changes from standard sheer.
45.121	Freeing port area: Changes for trunks and side coamings.
45.123	Freeing port area: Changes for bulwark height.
45.125	Crew passageways.
45.127	Position of structures, openings, and fittings.
45.129	Hull fittings: General.
45.131	Ventilators.
45.133	Air pipes.
45.135	Hull openings at or below freeboard deck.
45.137	Cargo ports.
45.139	Side scuttles.
45.141	Manholes and flush scuttles.
45.143	Hull openings above freeboard deck.
45.145	Hatchway covers.
45.147	Hatchway coamings.
45.149	Machinery space openings.
45.151	Other openings.
45.153	Through-hull piping: General.
45.155	Inlets and discharge piping: Valves.
45.157	Scuppers and gravity drains.
45.159	Special conditions of assignment for type "A" vessels.

Appendix A Loadline certificate form.

AUTHORITY.—Sec. 2, 49 Stat. 888, as amended, sec. 6(b) (1), 80 Stat. 937; 46 U.S.C. 88a, 49 U.S.C. 1655(b) (1); 49 CFR 1.46(b).

Subpart A—General

§ 45.1 Purpose.

This part prescribes requirements for assignment of freeboards, issuance of loadline certificates, and marking of loadlines to meet the requirements of the Coastwise Load Line Act, 1935 (46 U.S.C. 88-88g) insofar as it applies to the Great Lakes of North America.

§ 45.3 Definitions.

As used in this part:

(a) "Length (L)" means 96 percent of the total length on a waterline at 85 percent of the least moulded depth measured from the top of the keel or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that is greater. In ships designed with a rake of keel the waterline on which this length is measured must be parallel to the designed waterline.

(b) "Perpendiculars" means the forward and after perpendiculars at the forward and after ends of the length (L). The forward perpendicular coincides with the foreside of the stem on the waterline on which the length is measured.

(c) "Amidships" means the middle of the length (L).

(d) "Breadth" unless expressly provided otherwise, means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material.

(e) "Moulded Depth" means the vertical distance measured amidships from the top of the keel to the top of the freeboard deck beam at side except that—

(1) In vessels of other than metal construction, the distance is measured from the lower edge of the keel rabbet;

(2) Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;

(3) In ships having rounded gunwales, this distance is measured to the point of intersection of the moulded lines of the deck and side, the lines extending as though the gunwale were of angular design; and

(4) Where the freeboard deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the distance is measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part.

(f) "Depth for Freeboard (D)" means—

(1) Moulded depth amidships plus the thickness of the stringer plate with no allowance for sheathing; and

(2) In a vessel having a rounded gunwale with a radius greater than 4 percent of the breadth (B) or having topsides of unusual form, the depth for freeboard (D) of a vessel having a midship section with vertical topsides and with the same round of beam and area of topside section equal to that provided by the actual midship section.

(g) "Freeboard" means the distance measured vertically downwards amidships from the upper edge of the deck line to the upper edge of the related load line.

(h) "Freeboard Deck" means, normally, the uppermost complete deck ex-

posed to weather and sea that has permanent means of closing all openings in the weather part thereof and below which all openings in the sides of the ship are fitted with permanent means of watertight closings except that—

(1) In a ship having a discontinuous freeboard deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is the freeboard deck.

(2) At the option of the owner and subject to the approval of the Commandant a lower deck may be designated as the freeboard deck, if it is a complete and permanent deck continuous in a fore and aft direction at least between the machinery space and peak bulkheads and continuous athwartships;

(3) When this lower deck is stepped the lowest line of the deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck.

(i) "Superstructure" means a deck structure on the freeboard deck, extending from side to side of the ship or with the side plating not being inboard of the shell plating more than 4 percent of the breadth (B). A raised quarterdeck is a superstructure.

(j) "Enclosed superstructure" means a superstructure with enclosing bulkheads.

(k) "Height" of a superstructure means the least vertical height measured at side from the top of the superstructure deck beams to the top of the freeboard deck beams.

(l) "Length of a superstructure (S)" means the mean length of the part of the superstructure which extends to the sides of the vessel and lies within the length (L).

(m) "Flush deck ship" means a ship that has no superstructure on the freeboard deck.

(n) "Watertight" means that in any sea conditions water will not penetrate into the ship.

(o) "Watertight" means designed to withstand a static head of water.

(p) "Exposed positions" means exposed to weather and sea.

(q) "Intact bulkhead" with respect to superstructure means a bulkhead with no openings.

(r) "Steel" means steel and materials with which structures can be made equivalent to steel with respect to such parameters as yield strength, total deflection, flexural life, or resistance to galvanic or stress corrosion.

§ 45.5 Seasonal application of loadlines.

For the purposes of the law and regulations prohibiting submergence of loadlines (46 U.S.C. 88c; 46 CFR 42.07-10), the fresh water and salt water loadlines marked under this part apply during the following seasons:

(a) Summer loadlines apply April 16 through April 30 and September 16 through September 30.

(b) Midsummer loadlines apply May 1 through September 15.

(c) Intermediate loadlines apply October 1 through October 31 and April 1 through April 15.

(d) Winter loadlines apply November 1 through March 31.

§ 45.9 Seasonal application of loadlines for vessels not marked under this part.

(a) For the purposes of the law and regulations prohibiting submergence of loadlines (46 U.S.C. 88c; 46 CFR 42.07-10) the marks assigned to vessels holding international loadline certificates apply during the following seasons:

(1) Vessels assigned freeboards as new vessels under the International Load Line Convention, 1966—

(i) Winter—November 1 through March 31.

(ii) Summer—April 1 through April 30 and October 1 through October 31.

(iii) Tropical—May 1 through September 30;

(2) Vessels assigned freeboards as existing vessels under the International Load Line Convention, 1966—

(i) Winter—November 1 through March 31;

(ii) Summer—April 1 through April 30 and October 1 through October 31;

(iii) Tropical—September 16 through September 30;

(iv) Tropical Fresh—May 1 through September 15.

(b) No allowances for lesser freeboards apply under any circumstances.

§ 45.11 Issue of Load Line Certificate.

(a) A vessel 79 feet in length and more, and 150 gross tons or over, the keel of which is laid or which has reached a similar stage of construction after April 14, 1973, must meet the requirements of this part.

(b) Except as prescribed in paragraph (a) of this section, any vessel that meets the requirements in subparts C and D of this part and the survey requirements in §§ 42.09-15 through 42.09-50 of this subchapter is entitled to assignment of freeboards and issue of a loadline certificate under this part by the Commandant or his authorized representative.

(c) A vessel, the keel of which was laid or was at a similar stage of construction before April 14, 1973, that meets the requirements of this part that were in effect before April 14, 1973, and the survey requirements in §§ 42.09-15 through 42.09-50 of this subchapter is entitled to the assignment of freeboards calculated under the provisions of this part in effect before April 14, 1973, and to a loadline certificate issued under this part by the Commandant or his authorized representative.

§ 45.13 Form of Certificate.

The form of a loadline certificate issued under this part is specified in appendix A to this part.

§ 45.15 Exemptions.

(a) The Commandant may exempt a ship from any of the requirements in this part if the chairman of the board of Steamship Inspections, Department of Transport, Canada, and the Commandant agree that the sheltered nature or the condition of that voyage make it unreasonable or impracticable to apply requirements of this part.

(b) The Commandant may exempt a vessel that embodies features of a novel kind from any of the requirements of this part if those requirements might seriously impede research into the development of such features and their incorporation in ships. Any such vessel must comply with the safety requirements that, in the opinion of the Commandant, are adequate for the service for which the vessel is intended and will insure the overall safety of the vessel. If the Commandant grants an exemption pursuant to this paragraph he communicates the details of the exemption and the reasons therefore to the chairman of the board of Steamship Inspections.

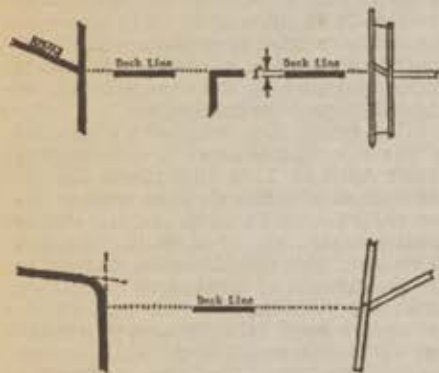
(c) A vessel that is not normally engaged on voyages to which this part applies but that, in exceptional circumstances, is required to undertake a single such voyage between two specific ports may be exempted by the Commandant from any of the requirements of this part, if the ship complies with safety requirements that, in the opinion of the Commandant, are adequate for the voyage that is to be undertaken by the vessel.

Subpart B—Load Line Marks

§ 45.31 Deck line.

(a) Each vessel must be marked with a deck line on the outer surface of the shell on each side of the vessel with the upper edge of the line passing through the point where the upper surface of the freeboard deck intersects the outer surface of the shell or if the summer freeboard is correspondingly adjusted under § 45.57, the deck line may be placed above or below the freeboard deck. Figure 1 illustrates the deck line marking.

(b) Each deck line must be at least 12-inches long and 1-inch wide.



§ 45.33 Diamond.

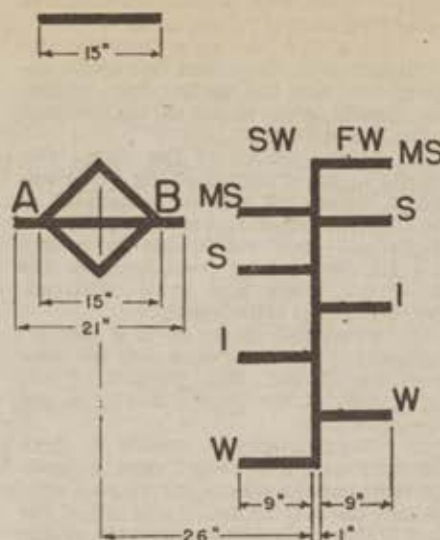
(a) Each vessel must be marked with the diamond mark described in figure 2 of § 45.35 amidships below the upper edge of the deck line on each side with the center of the loadline mark at a distance below the deck line equal to the summer freeboard assigned under this part.

(b) The width of each line in the loadline mark must be 1 inch.

§ 45.35 Seasonal load lines.

Each vessel must have the summer (S), midsummer (MS), intermediate (I), and

winter (W) loadlines for fresh water freeboards calculated under §§ 45.71 through 45.75 marked in accordance with § 45.39.



§ 45.37 Salt water loadlines.

Each vessel that operates in the salt water of the St. Lawrence River must—

(a) Be marked with the summer (S), midsummer (MS), intermediate (I) and winter (W) loadline marks under § 45.77 for salt water; and

(b) Be marked with the letters "FW" above the fresh water marks and the letters "SW" above the salt water marks as described in figure 2.

§ 45.39 Marking.

(a) The diamond, lines, and letters must be painted in white or yellow on a dark ground or in black on a light ground and permanently marked on the sides of the vessel.

(b) The upper edge of the line that passes through the center of the diamond must indicate summer freeboard assigned under § 45.53.

(c) Unless otherwise authorized the seasonal loadlines must be horizontal lines extending forward of, and at right angles to, a vertical line marked at a distance 26 inches forward of the vertical centerline of the diamond as described in figure 2.

(d) The salt water loadlines must be horizontal lines extending abaft the vertical line required by paragraph (b) of this section as described in figure 2.

(e) The upper edge of each seasonal and salt water loadline mark must indicate the minimum freeboard for that mark.

(f) When two freeboards assigned under this part differ by 2 inches or less, the line for the lesser freeboard must be omitted and the line for the greater freeboard must be identified with the seasonal letters for both freeboards.

(g) Seasonal freeboards that are limited by a summer freeboard assigned under § 45.53(c) must not be marked but the identifying letter must be marked adjacent to the summer mark.

(h) The identity of the authority that assigns the freeboard must be indicated alongside the loadline diamond above the horizontal line that passes through the center of the diamond with two initials approximately 4½ inches high and 3 inches wide.

Subpart C—Freeboards

§ 45.51 Types of ships.

(a) For the purpose of this subpart, a type A vessel has—

(1) No cargo ports or similar side-shell openings below the freeboard deck;

(2) Only small freeboard deck openings fitted with watertight gasketed hatch covers of steel;

(3) No dimension of a freeboard deck cargo opening greater than 6 feet and the total area not exceeding 18 ft²; and

(4) No more than two freeboard deck cargo openings to a single cargo space.

(b) For the purposes of this subpart a type B vessel is a vessel that does not meet the requirements in paragraph (a) of this section.

§ 45.53 Summer Freeboard.

(a) Except as required in paragraph (c) of this section, the minimum freeboard in summer for a type A vessel is F in the following formula modified by the corrections in this subpart:

$$F \text{ (inches)} = 10.2 \times P_1 \times D$$

where P_1 is defined in § 45.55 and D is the depth for freeboard in feet.

(b) Except as required in paragraph (c) of this section, the minimum freeboard in summer for a type B vessel is F in the formula modified by the corrections in this subpart:

$$F \text{ (inches)} = 12 \times P_1 \times D$$

where P_1 is defined by § 45.55 and D is the depth for freeboard in feet.

(c) Seasonal freeboards assigned under §§ 45.71 through 45.75 must be calculated on the basis of the summer freeboard calculated under paragraph (a) or (b) of this section.

(d) If a minimum freeboard is required for a vessel under this part which is greater than that required by paragraph (a) or (b) of this section because of scantling or subdivision requirements, the summer freeboard and the seasonal freeboards assigned under this subpart must be no less than that minimum freeboard, except the midsummer seasonal freeboard may be calculated on the basis of the summer freeboard assigned under this paragraph.

(e) If a greater than the calculated minimum freeboard is requested by the applicant for the loadline certificate, that greater freeboard may be assigned as the summer freeboard and—

(1) The intermediate and winter seasonal freeboards assigned must be calculated under paragraph (a) or (b) of this section; and

(2) The midsummer seasonal freeboard must be calculated on the basis of the summer freeboard assigned under this paragraph.

§ 45.55 Freeboard coefficient.

(a) For ships less than 350 feet in length (L), the freeboard coefficient is P_1 in the formula:

$$P_1 = P + A \left(\frac{L}{D} - \frac{L}{D_s} \right)$$

where P is a factor, which is a function of the length from table 1 and "A" is a coefficient, which is a function of length (L), from table 2; L/D is the ratio of the length (L) to the depth for freeboard (D); L/D_s is the ratio of the length (L) to a standard depth (D_s) from table 3.

D is not to be used as less than that which will give a ratio of L to D that is:

(a) More than 15 when $L=400$ feet or less,

(b) More than 21 when $L=700$ feet or more, with the ratio for intermediate lengths being calculated proportionately.

(b) For ships 350 feet or more in length (L), the coefficient "A" is zero and the formula is:

$$P_1 = P$$

where P is a factor, which is a function of length from table (1).

§ 45.57 Correction: Position of deckline.

(a) Where the depth to the upper edge of the deckline is greater or less than D , the difference between the depths must be added to or deducted from the freeboard.

(b) When the Commandant or the approved assigning authority approves a location for the deckline that is above or below the freeboard deck, the minimum summer freeboard must be corrected by—

(1) Adding the difference between the depth and D if the depth is greater than D ; and

(2) Subtracting the difference between the depth and D , if the depth is less than D .

(c) Except for the adjustment allowed in paragraph (b) of this section, no freeboard of less than 2 in. may be assigned.

§ 45.58 Correction: Short superstructure.

The minimum freeboard in summer for a type B vessel that is 79 ft. or more but less than 500 ft. in length and has enclosed superstructures with an effective length of 25 percent or less of the length of the vessel must be increased by—

$$0.03 (500-L) (0.25-E/L) \text{ inches}$$

where (L) = length of vessel in feet;

(E) = effective length of superstructure in feet as defined in § 45.59.

§ 45.59 Definitions for superstructure corrections.

For the purpose of §§ 45.58 through 45.61—

(a) The standard height of a superstructure (H_s) other than a raised quarter deck and the standard height of a trunk (H_t) is determined by the formula:

$$H_s = \left(6.0 + \frac{L}{300} \right) \text{ ft}$$

(b) The length of superstructure (S) is the length of those parts of the superstructure which extends to the sides of the vessel and that lie within the length (L).

(c) The effective length (E) of a trunk is its length in the ratio of its mean breadth to B .

(d) The effective length (E) of an enclosed superstructure of standard height or greater is its length "S".

(e) Where the height of an enclosed superstructure or trunk is less than the standard height (H_s), the effective length (E) is its length reduced in the ratio of its height to H_s .

(f) The effective length (E) of a raised quarter deck of $2/3 H_s$ or greater that has no openings in the front bulkhead is its length up to a maximum of $0.6L$.

(g) The effective length (E) of a raised quarter deck of less than $2/3 H_s$ or that does not have an intact front bulkhead is its length reduced by the ratio of its height to H_s .

TABLE 12(1)

TABLES OF P VALUES

Length of Ship (feet)	Value of P	Length of Ship (feet)	Value of P
80	0.1100	550	0.2751
90	0.1136	560	0.2762
100	0.1172	570	0.2772
110	0.1208	580	0.2779
120	0.1244	590	0.2785
130	0.1281	600	0.2788
140	0.1318	610	0.2790
150	0.1355	620	0.2790
160	0.1393	630	0.2789
170	0.1430	640	0.2785
180	0.1468	650	0.2779
190	0.1506	660	0.2772
200	0.1545	670	0.2768
210	0.1583	680	0.2760
220	0.1622	690	0.2751
230	0.1661	700	0.2740
240	0.1700	710	0.2728
250	0.1740	720	0.2715
260	0.1780	730	0.2700
270	0.1820	740	0.2684
280	0.1860	750	0.2667
290	0.1900	760	0.2648
300	0.1941	770	0.2628
310	0.1982	780	0.2607
320	0.2023	790	0.2584
330	0.2065	800	0.2560
340	0.2106	810	0.2532
350	0.2148	820	0.2504
360	0.2190	830	0.2476
370	0.2233	840	0.2448
380	0.2275	850	0.2420
390	0.2318	860	0.2392
400	0.2361	870	0.2364
410	0.2400	880	0.2336
420	0.2437	890	0.2308
430	0.2472	900	0.2280
440	0.2506	910	0.2252
450	0.2537	920	0.2224
460	0.2567	930	0.2196
470	0.2595	940	0.2168
480	0.2621	950	0.2140
490	0.2645	960	0.2112
500	0.2667	970	0.2084
510	0.2688	980	0.2056
520	0.2706	990	0.2028
530	0.2723	1000	0.2000
540	0.2738		

TABLE 12(2)

VALUES OF "A"
FOR USE IN THE EXPRESSION

$$P_1 = P + "A" (L/D - L/D_s)$$

Length of Ship (feet)	Value of "A"	Length of Ship (feet)	Value of "A"
80	0.00884	220	0.00234
90	0.00806	230	0.00204
100	0.00750	240	0.00176
110	0.00696	250	0.00150
120	0.00644	260	0.00126
130	0.00594	270	0.00104
140	0.00546	280	0.00084
150	0.00500	290	0.00066
160	0.00456	300	0.00050
170	0.00414	310	0.00036
180	0.00374	320	0.00024
190	0.00336	330	0.00014
200	0.00300	340	0.00006
210	0.00266	350	0.00000

TABLE 12(3)

VALUES OF L/Ds

Length of Ship (feet)	Value of L/Ds	Length of Ship (feet)	Value of L/Ds
80	6.50000	250	11.01563
90	6.76563	260	11.28125
100	7.03125	270	11.54688
110	7.29688	280	11.81250
120	7.56250	290	12.07813
130	7.82813	300	12.34375
140	8.09375	310	12.60938
150	8.35938	320	12.87500
160	8.62500	330	13.14063
170	8.89063	340	13.40625
180	9.15625	350	13.67188
190	9.42188	360	13.93750
200	9.68750	370	14.20313
210	9.95313	380	14.46875
220	10.21875	390	14.73438
230	10.48438	400	15.00000
240	10.75000		

(h) Superstructures which are not enclosed have no effective length.

(i) When a lower deck is designated as the freeboard deck, that part of the hull which extends above the freeboard deck is treated as a superstructure so far as concerns the application of the conditions of assignment and the calculation of freeboard.

(j) A bridge or poop is enclosed only when access is provided whereby the crew may reach accommodations, machinery, or other working spaces inside the superstructure by alternative means that are available at all times when bulkhead openings are closed.

§ 45.61 Correction for superstructures and trunks.

(a) Where the effective length E of superstructures and trunks that meet the requirements of subpart D of this part is $1.0L$, the minimum summer freeboard may be corrected by subtracting $1/2 H_s$.

(b) Where the effective length of superstructures and trunks is less than $1.0L$ the minimum summer freeboard may be corrected by subtracting a percentage of one-half of the standard superstructure height (H_s) determined by the formula:

$$\text{Percentage} = \frac{E}{2L} \times \left(1 + \frac{E}{L} \right) \times 100$$

(c) To be eligible for the correction a trunk must—

(1) Be at least as strong and as stiff as a superstructure;

(2) Have no opening in the freeboard deck in way of the trunk, except small access openings;

(3) Have hatchway coamings and covers that meet §§ 45.143 through 45.147;

(4) Provide a permanent working platform fore and aft with guardrails;

(5) Provide fore and aft access between detached trunks and superstructures by permanent gangways;

(6) Be at least 60 percent of the breadth of the ship in way of the trunk; and

(7) Be at least 0.6 L in length, if no superstructure is provided.

§ 45.63 Correction for sheer.

(a) The minimum summer freeboard must be increased by the deficiency, or may be decreased by the excess as limited by § 45.65, of sheer calculated from table 4, multiplied by:

$$0.75 - \frac{S}{2L}$$

where S is the total length of enclosed superstructures. Trunks are not included.

§ 45.65 Excess sheer limitations.

The decrease in freeboard allowed in § 45.63 is limited as follows:

SHEER CALCULATION—TABLE 4

Station	Actual ordinate	S. M.	Product
After Half:			
AP		1	
L/6-AP		3	
L/3-AP		3	
Midship		1	
Sum of All Products			
After Standard Sheer $266L + 26.65$			
Difference: Sum-STD			+ Excess/-Deficiency
AFT Sheer: Diff $\div 8$			Excess/Deficiency
Forward Half:			
FP		1	
L/6-FP		3	
L/3-FP		3	
Midships		1	
Sum of Fwd Products			
Fwd Standard Sheer $533L + 53.30$			
Difference: Sum-STD			+ Excess/-Deficiency
FWD Sheer: Diff $\div 8$			Excess/Deficiency

* L in Standard Sheer = L or 500 whichever is less.

Aft Sheer +/-
Fwd Sheer +/-
Net Sheer +/-
Mean: Net -2

Sheer Summation

Excess/Deficiency

(a) In vessels having no enclosed superstructure from 0.1 L abaft amidships to 0.1 L forward of amidships, no decrease is allowed.

(b) In vessels having enclosed superstructures amidships less than 0.1 L before and abaft amidships, the decrease must be reduced by linear interpolation.

(c) If excess sheer exists in the forward half, and the after half is at least 75 percent of standard sheer, the full decrease is allowed. If the after sheer is between 50 percent and 75 percent of standard sheer an intermediate decrease, determined by linear interpolation, is allowed for the excess sheer forward. If the after sheer is 50 percent of standard or less, no decrease is allowed for the excess sheer forward.

(d) Where an enclosed poop or forecastle is of standard height with greater sheer than that of the freeboard deck, or is greater than standard height, an addition to the sheer of the freeboard deck may be made using the following formula:

$$s = \frac{vL'}{3L}$$

Where s = sheer credit, to be deducted from the deficiency or added to the excess of sheer.

v = difference between actual and standard height of superstructure at the end ordinate.
 L' = mean enclosed length of poop or forecastle up to a maximum length of 0.5 L .

The superstructure deck must not be less than standard height above this curve at any point. This curve must be used in determining the sheer profile for forward and after halves of the vessel.

(e) The maximum decrease for excess sheer must be no more than 1½ inches per 100 feet of length.

(f) Where the deck of an enclosed superstructure has at least the same sheer as the exposed freeboard deck, the sheer of the enclosed portion of the freeboard deck cannot be taken into account.

§ 45.67 Sheer measurement.

(a) The sheer is measured from the freeboard deck at side to a line of reference drawn parallel to the keel through the sheer line at amidships;

(b) In ships designed with a rake of keel or designed to trim by the stern, the sheer must be measured in reference to a line drawn through the sheer line at amidships parallel to the design load waterline.

(c) In flush deck ships and in ships with detached superstructures, the sheer must be measured at the freeboard deck.

(d) In ships with a step or break in the topsides, the sheer must be measured from the equivalent depth amidships.

(e) In vessels with a superstructure of standard height that extends over the whole length of the freeboard deck, the sheer must be measured on the superstructure deck. Where the height of superstructure exceeds the standard, the least difference (Z) between the actual and standard heights must be added to each end ordinate. Similarly, the intermediate ordinates at distance of ¼ L and ½ L from each perpendicular must be increased by 0.444 Z and 0.111 Z respectively.

§ 45.69 Correction for bow height.

(a) The minimum summer freeboard of all manned vessels must be increased by the same amount in inches as any deficiency which may be shown by the following formulas:

(1) For vessels having a length of not less than 79 feet and not greater than 550 feet,

$$0.593 L (1.0 - L/1640) \text{ inches—actual bow height}$$

(2) For vessels having a length greater than 550 feet,

$$(341.6 - 0.227 L) \text{ inches—actual bow height}$$

(b) Where the bow height is obtained by sheer, the sheer must extend for at least 15 percent of the length of the vessel measured from the forward perpendicular.

(c) Where the bow height is obtained by a superstructure, the superstructure must be enclosed and extend from the stem to a point at least 0.06 L abaft the forward perpendicular.

(d) Vessels which, to suit exceptional operational requirements, cannot meet the requirements of paragraph (c) of this section may be given special consideration by the Commandant.

(e) The bow height is defined as the vertical distance at the forward perpendicular between the waterline corresponding to the assigned summer freeboard at the designed trim and the top of the exposed deck at side.

§ 45.71 Midsummer freeboard.

The minimum midsummer freeboard (fms) in inches is obtained by the formula:

$$fms = f(s) - 0.3Ts$$

where $f(s)$ = summer freeboard in inches
 Ts = distance in feet between top of keel and the summer load line.

§ 45.73 Winter freeboard.

The minimum winter freeboard (fw) in inches is obtained by the formula:

$$fw = f(s) + Ts (200) / L$$

where L = length L in feet but not less than 400 feet.

§ 45.75 Intermediate freeboard.

The minimum intermediate freeboard (fi) in inches is obtained by the formula:

$$fi = f(s) + Ts (100) / L$$

where L = length L in feet but not less than 400 feet.

§ 45.77 Salt water freeboard.

(a) The salt water addition in inches to freeboard applicable to each fresh water mark is obtained by the formula:

$$\text{Addition} = \Delta / 41T$$

where Δ = displacement in fresh water, in tons of 2,240 pounds, at the summer load waterline.

T = tons per inch immersion, of 2,240 pounds, in fresh water at the summer load waterline.

(b) When the displacement at the summer load waterline cannot be certified, the addition in inches to the minimum freeboard in fresh water may be obtained by multiplying 0.25 by the summer draught in feet measured from the top of the keel to the center of the load line diamond.

Subpart D—Conditions of Assignment

§ 45.101 Purpose.

This subpart prescribes conditions that a vessel must meet to be eligible for assignment of a loadline under this part.

§ 45.103 Structural stress and stability.

(a) The nature and stowage of the cargo, ballast, and other variable weights must be such as to make the vessel stable and avoid unacceptable structural stress.

(b) The vessel must meet all applicable stability and subdivision requirements of this chapter.

§ 45.105 Information supplied to the master.

Unless otherwise authorized by the Commandant, the vessel must have on-board, in a form approved by the Commandant, sufficient information

(a) To enable the master to load and ballast the vessel in a manner that avoids unacceptable stresses in the vessel's structure; and

(b) To guide the master as to the stability of the ship under varying conditions of service.

§ 45.107 Strength of hull.

The general structural strength of the hull must be sufficient for the draught corresponding to the freeboard assigned and must be approved by the Commandant. Ships built and maintained in conformity with the requirements of a classification society may be recognized by the Commandant as possessing adequate strength.

§ 45.109 Strength of superstructures and deckhouses.

Each superstructure or deckhouse used for accommodations of the crew must be approved by the Commandant or the approved assigning authority with regard to general strength and weathertightness. The Commandant may use the requirements of the assigning authority as a guide.

§ 45.111 Strength of bulkheads at ends of superstructures.

Bulkheads at ends of enclosed superstructures must have sufficient strength to withstand impact of boarding seas.

§ 45.113 Access openings in bulkheads at ends of enclosed superstructures.

(a) Access openings in bulkheads at ends of enclosed superstructures must have doors of steel or material as strong as steel that are permanently attached to the bulkhead and framed, stiffened, and fitted so that the bulkhead and door are as strong as the bulkhead and weathertight when closed.

(b) The means for securing the doors weathertight must be permanently attached to the doors or bulkheads and arranged so that the doors can be secured weathertight from both sides of the bulkhead.

(c) Access openings in bulkheads at ends of enclosed superstructures must have sills that are at least 12 inches above the deck.

§ 45.115 Bulwarks and guardrails.

(a) The exposed parts of freeboard and superstructures decks and deckhouses on the freeboard deck must have guardrails or bulwarks that are at least 36 inches high above the deck.

(b) Guardrails must have at least three courses with no more than a 9-inch opening below the lowest course and no more than 15 inches between other courses. If the sheer strake projection is at least 8 inches above the deck, a guardrail may have two courses with no more than 15 inches between courses.

(c) In way of trunks at least half the protection required by paragraph (a) of this section must be in the form of open rails.

§ 45.117 Freeing Port area: General.

(a) Where bulwarks on the weather portions of freeboard or superstructure decks form wells, the bulwarks must have the area prescribed in this section and §§ 45.119 and 45.121 for rapidly freeing and draining the decks of water.

(b) Except as required in §§ 45.119 and 45.121 the minimum freeing port area in square feet on each side of the ship for each well on the freeboard deck and on the raised quarterdeck must be at least as great as A in the following formulas:

(1) Where the length of bulwark (l) in the well is 66 feet or less,

$$A = 7.6 + 0.115 (l)$$

(2) Where (l) exceeds 66 feet,

$$A = 0.23 (l)$$

but (l) need in no case be taken as greater than 0.7L.

(c) In ships having erections on deck that are open at either or both ends, provision for freeing the space within such erections must be approved by the Commandant or the assigning authority.

(d) The lower edges of the freeing ports must be as near the deck as practicable. Two-thirds of the freeing port area required must be provided in the half of the well nearest the lowest point of the sheer curve.

(e) All freeing port openings in the bulwarks must be protected by rails or bars spaced approximately 9 inches. If shutters are fitted to freeing ports, ample clearance must be provided to prevent

jamming. Hinges must have pins or bearings of noncorrodible material. If shutters are fitted with securing appliances, these appliances must be of approved construction.

(f) The minimum freeing port area for each well on superstructure decks must be one-half of the area required by paragraph (b) of this section.

§ 45.119 Freeing port area: Changes from standard sheer.

The freeing port area required by § 45.117(b) must be multiplied by the factor in the following table 5 if the sheer differs from the standard sheer defined in § 45.63, Table 4.

TABLE 5

Freeing port area: Sheer correction.	
Ratio of sums of actual sheer ord./std. sheer ord.	Multiplier for area required by § 45.117(b)
Greater than:	
1.0	1.00
0.9	1.05
0.8	1.10
0.7	1.15
0.6	1.20
0.5	1.25
0.4	1.30
0.3	1.35
0.2	1.40
0.1	1.45
No sheer	1.50

§ 45.121 Freeing port area: Changes for trunks and side coamings.

If a vessel has a trunk and does not meet the requirements of § 45.61 or has continuous or substantially continuous hatchway side coamings between detached superstructures, the minimum area of the freeing port openings must be obtained from the following table:

Breadth of hatchway or trunk in relation to the breadth of ship:	Area of freeing ports in relation to the total area of the bulwarks (percent)
40 percent or less	20
75 percent or more	10

The area of freeing ports at intermediate breadths must be obtained by linear interpolation.

§ 45.123 Freeing port area: Changes for bulwark height.

(a) For the purposes of freeing port area only, bulwark height is considered standard at 24 in for ships 240 ft in length and less; and 48 in for ships 480 ft in length or greater. The standard bulwark height for ships of intermediate length is obtained by direct interpolation.

(b) If the bulwark is more than standard height, the area required by § 45.117 must be increased by 0.04 square feet per foot (ft²/ft) of length of well for each foot difference in height.

(c) For ships greater than 480 ft in length that have an average bulwark height less than 3 ft, the area required by § 45.117 may be decreased by 0.04 ft²/ft of length for each foot difference in height.

§ 45.125 Crew passageways.

The vessel must have means for protection of the crew from boarding seas such as life lines, gangways, and under-deck passages to facilitate passing between their quarters and machinery spaces and other spaces essential to the operation of the ship.

§ 45.127 Position of structures, openings, and fittings.

For the purposes of this part—

(a) "Position 1" means in an exposed position on—

(1) The freeboard deck or a raised quarter deck;

(2) A superstructure deck or a trunk deck and forward of a point $\frac{1}{4} L$ from the forward perpendicular; or

(3) A trunk deck whose height is less than H_s .

(b) "Position 2" means—

(1) On a superstructure deck aft of a point $\frac{1}{4} L$ abaft the forward perpendicular; or

(2) On a superstructure and trunk combination, that is H_s or more in height, aft of a point $\frac{1}{4} L$ abaft the forward perpendicular.

§ 45.129 Hull fittings: General.

Hull fittings must be securely mounted in the hull so as to avoid increases in hull stresses and must be protected from local damage caused by movement of equipment or cargo.

§ 45.131 Ventilators.

(a) Ventilators passing through superstructures other than enclosed superstructures must have coamings of steel or equivalent material at the freeboard deck.

(b) Ventilators in position 1 must have coamings at least 30 in. above the deck and ventilators in position 2 must have coamings at least 24 in. above the deck. The Commandant or the assigning authority may also require coamings in other exposed positions.

(c) Ventilators in position 1 or 2 to spaces below freeboard decks or decks of enclosed superstructures or trunks must have coamings of steel permanently connected to the deck and any ventilator coaming that is more than 36 in. high must be specially supported.

(d) Except as provided in paragraph (e) of this section ventilator openings must have weathertight closing appliances that are permanently attached or, where approved by the Commandant or the assigning authority conveniently stowed near the ventilators to which they are to be fitted.

(e) Ventilators in position 1, the coamings of which extend to more than 12.5 ft above the deck, and in position 2, the coamings of which extend to more than 6 ft above the deck, need not have closing appliances unless specifically required by the Commandant.

§ 45.133 Air pipes.

(a) Where an air pipe to any tank extends above the freeboard or superstructure deck—

(1) The exposed part of the air pipe must be made of steel and of sufficient

thickness to avoid breaking from impact of boarding seas.

(2) The air pipe must have a permanently attached means of closing its opening; and

(3) The height from the deck to any point where water may obtain access below deck must be at least 30 in. above the freeboard deck, 24 in. above raised quarter decks, and 12 in. above other superstructure decks.

(b) If the height required in paragraph (a) of this section interferes with working the ship, the Commandant may approve a lower height after considering the closing arrangements.

§ 45.135 Hull openings at or below freeboard deck.

Closures for hull openings at or below the freeboard deck must be as strong as the structure to which they are attached and must be watertight.

§ 45.137 Cargo ports.

(a) Unless otherwise authorized by the Commandant, the lower edge of any opening for cargo, personnel, machinery access, or similar opening in the side of a ship must be above a line that is drawn parallel to the freeboard deck at side and has as its lowest point the upper edge of the uppermost loadline.

(b) The number of cargo ports in the sides of a ship must be—

(1) No more than the minimum necessary for working the ship; and

(2) Approved by the Commandant.

§ 45.139 Side scuttles.

(a) The sill of each side scuttle must be above a line that is drawn parallel to the freeboard deck at side having its lowest point 2.5 percent of the breadth or 20 in. above the summer load waterline, whichever is higher.

(b) Side scuttles to spaces below the freeboard deck or to spaces within enclosed superstructures shall be fitted with hinged inside deadlights arranged so that they can be secured watertight.

§ 45.141 Manholes and flush scuttles.

Manholes and flush scuttles in position 1 or 2 or within any superstructure other than an enclosed superstructure must have permanently attached covers, unless the cover is secured by closely spaced bolts around its entire perimeter.

§ 45.143 Hull openings above freeboard deck.

Closures for openings above the freeboard deck must be as strong as the structure to which they are attached and must be weathertight.

§ 45.145 Hatchway covers.

(a) Hatchways in position 1 and 2 must have weathertight hatch covers with gaskets and clamping devices.

(b) The maximum ultimate strength of the hatchway cover material must be at least 4.25 times the maximum stress in the structure calculated with the following assumed loads:

(1) For ships 350 ft or more in length, at least 250 lb/ft² in position 1 and 200 lb/ft² in position 2.

(2) For ships less than 350 ft in length, at least AL in the following formula:

(i) Position 1:

$$AL = 200 + C$$

where $C = 50$

$$(L - 79)$$

$$271$$

(ii) Position 2:

$$AL = 150 + C$$

(c) Hatchway covers must be so designed as to limit the deflection to not more than 0.0028 times the span under the loads described in paragraph (b) of this section and the thickness of mild steel plating forming the tops of covers must be at least 1 percent of the spacing of stiffeners or 0.24 in, whichever is greater.

§ 45.147 Hatchway coamings.

(a) Except where the Commandant determines that the safety of the vessel will not be impaired in any sea condition, each hatchway must have a coaming that is at least—

(1) 18 inches in position 1; and

(2) 12 inches in position 2.

(b) Each hatchway coaming required by this section must be made of steel or equivalent material.

(c) The height of these coamings may be reduced or omitted if the Commandant is satisfied that safety of the ship is not thereby impaired in any sea conditions.

§ 45.149 Machinery space openings.

(a) Machinery space openings in position 1 or 2 must be framed and enclosed by steel casings, and where the casings are not protected by other structures that meet the requirements of § 45.109, their strength must be approved by the Commandant or the assigning authority.

(b) Access openings in casings required by paragraph (a) must have doors complying with the requirements of § 45.113. Other openings in such casings shall be fitted with equivalent covers, permanently attached.

(c) Except as provided in paragraph (d) of this section, coamings of any funnel or machinery space ventilator that must be kept open for the essential operations of the ship must—

(1) In position 1, extend at least 12.5 ft above the deck; and

(2) In position 2, extend at least 6 ft above the deck.

(d) The Commandant may approve a lesser height for protected coamings.

(e) Coamings of any fiddley or skylight over a machinery space opening in the freeboard or superstructure deck or the top of a deckhouse on the freeboard deck, must have covers of steel permanently attached and capable of being secured weathertight.

§ 45.151 Other openings.

Each opening other than hatchways, machinery space openings, manholes, or flush scuttles—

(a) In freeboard decks, must be protected by an enclosed superstructure or by a deckhouse or companionway that is

equal in strength and weathertightness to an enclosed superstructure; or

(b) In exposed superstructure decks or in the top of a deckhouse on freeboard decks that gives access to a space below the freeboard deck or a space within an enclosed superstructure, must be protected by a deckhouse or companionway.

§ 45.153 Through-hull piping: General.

(a) All through-hull pipes required by this subpart must be made of steel or material equivalent to the hull in strength and fatigue resistance.

(b) All valves used as shell fittings and all shell fittings on which such valves are mounted must be made of steel, or bronze or other ductile material approved by the Commandant.

§ 45.155 Inlets and discharge piping: Valves.

(a) Except as provided in paragraphs (d) and (e) of this section each pipe that discharges overboard through the hull of the ship must have—

(1) An automatic nonreturn valve with a positive means for closing; or

(2) Two automatic nonreturn valves with the inboard valve accessible for examination in service.

(b) The means for operating a valve described by paragraph (a) (1) of this section must be readily accessible and have indicators that show when the valve is not closed.

(c) If the pipe discharges from a space that is not manned or does not have continuous bilge water monitoring, a valve described in paragraph (a) (1) of this section must be operable above the freeboard deck.

(d) Each pipe that discharges from a space within an enclosed superstructure or deckhouse may have at least one accessible automatic nonreturn valve if the space is regularly visited by the crew.

(e) Through-hull piping systems in machinery spaces may have valves with positive means for closing at the shell if the controls are readily accessible and have indicators showing when the valves are not closed (nonreturn valves are not required).

§ 45.157 Scuppers and gravity drains.

Scuppers and gravity deck drains from spaces above the freeboard deck that penetrate the shell below a line 24" or .05B above the summer loadline, whichever is greater, must have an automatic nonreturn valve. This valve may be omitted if the piping is of thickness not less than extra heavy pipe.

§ 45.159 Special conditions of assignment for type A vessels.

The lower freeboards allowed for type A vessels allow water on deck for greater percentages of time. Therefore the following additional requirements must be met to qualify for type A freeboards:

(a) Machinery casings must be protected by an enclosed superstructure or deckhouse unless intact bulkheads are used on all sides on the freeboard deck.

(b) Exposed machinery casings may be fitted with weathertight doors providing they lead to a space or passageway as strong as an enclosed superstructure from which a second interior weathertight door is provided for access to the engine room.

(c) Hatchways on the exposed freeboard or forecastle decks must be provided with watertight covers of steel.

(d) Unless a separate fore and aft access is provided below the freeboard deck, a permanent fore and aft gangway must be fitted at the superstructure deck level between poop and all other deckhouses used in the essential operation of the vessel.

(e) Type "A" vessels must be fitted with open rails for at least half the length of the exposed parts of the weather deck. Where superstructures are connected by trunks, open rails must be fitted for the whole length of the exposed parts of the freeboard deck.

(Sec. 2, 45 Stat. 1493, as amended, sec. 2, 49 Stat. 888, as amended, sec. 6(b) (1), 80 Stat. 937; 46 U.S.C. 85a, 88a, 49 U.S.C. 1655(b) (1); 49 CFR 1.46(b).)

Effective date.—These amendments shall become effective on April 14, 1973.

Dated: May 3, 1973.

T. R. SARGENT,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

**APPENDIX A LOAD LINE CERTIFICATE FORM
GREAT LAKES LOAD LINE CERTIFICATE**

No. _____
Issued under the authority of the Commandant, U.S. Coast Guard, United States of America, under the provisions of the Act of August 27, 1935, as amended to establish load lines on the Great Lakes of North America and the Load Line regulations in force on _____, 19____. By _____, duly authorized by the Commandant to issue said load line certificate.

Ship _____ Length (LBP) _____
Certificate No. _____ Gross tonnage _____
Official No. _____ Port of registry _____
Type of Ship: TYPE "A"
TYPE "B"
TYPE "B" with increased freeboard

FREEBOARD FROM DECK LINE

Midsummer	MS
Summer	S
Intermediate	I
Winter	W

LOAD LINE

Upper edge of line through center of diamond,	above S
_____	below S
_____	below S

Increase for salt water for all freeboards _____ inches.

The upper edge of the deck line from which these freeboards are measured is _____ inches above or below the top of the _____ deck at side.

This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been found to be correctly marked upon the vessel in manner and location as provided by the load line regulations of the Commandant, U.S. Coast Guard, applicable to the Great Lakes.

This certificate¹ remains in force until _____ Issued at _____ on the _____ day of _____, 19____. (Here follows the signature, seal, if any, and the name of the authority issuing the certificate.)

NOTES

(1) In accordance with the Great Lakes Load Line Regulations the diamond and lines must be permanently marked. The "MS" loadline shall be assigned only to those particular vessels that qualify under the regulations.

(2) The "SW" marks need only be assigned to Great Lakes vessels loading in salt water of the St. Lawrence River west of a straight line from Cap de Rosiers to West Point Anticosti Island, and west of a line along longitude 63 degrees west from Anticosti Island to the north shore of the St. Lawrence River. In such cases these limits shall be indicated on the certificate.

(3) The load line assignment given by this certificate necessarily assumes that the nature and stowage of cargo, ballast, etc., are such as to secure sufficient stability for the vessel. Accordingly, it is the owner's responsibility to furnish the Master of the vessel with stability information and instructions when this is necessary to maintenance of sufficient stability.

(On the reverse side of the load line certificate, or on a separate sheet attached and forming part of the certificate, provision is to be made for annual inspection and renewal endorsements.)

[FR Doc.73-9034 Filed 5-9-73;8:45 am]

¹ Upon the expiration of the certificate, renewal must be obtained as provided by the Great Lakes Load Line Regulations and the certificate so endorsed.