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Washington, Wednesday, January 11, 1950

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

DEPARTMENT OF THE ARMY

1. Under authority of § 6.1 (a) of Executive Order 9830, and at the request of the Department of the Army, the Commission has determined that the positions of foreign language instructors and foreign language typists at the Army Language School, Presidio of Monterey, California, should be excepted from the competitive service. Effective upon publication in the **FEDERAL REGISTER**, § 6.105 is amended by the addition of paragraph (k) as follows:

§ 6.105 *Department of the Army.*

(k) *Army Language School, Presidio of Monterey, California.* (1) NC/PD. Language instructors when the type of instruction requires a period of actual foreign residence to qualify them for the instruction.

(2) NC/PD. Typists of foreign language material whose duties require them to make corrections in grammar and spelling of the material typed.

2. Under authority of § 6.1 (d) of Executive Order 9830, and with the concurrence of the Department of Agriculture, § 6.111 (j) is revoked, effective upon publication in the **FEDERAL REGISTER**.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633. E. O. 9830, Feb. 24, 1947, 12 F. R. 1259; 3 CFR, 1947 Supp. E. O. 9873, June 28, 1948, 13 F. R. 3600; 3 CFR, 1948 Supp.)

UNITED STATES CIVIL SERVICE COMMISSION.

(SEAL) HARRY B. MITCHELL,
Chairman.

[F. R. Doc. 50-264; Filed, Jan. 10, 1950; 8:56 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter IV—Production and Marketing Administration and Commodity Credit Corporation, Department of Agriculture

Subchapter B—Export and Diversion Programs
PART 571—WHEAT

SUBPART A—WHEAT AND WHEAT-FLOUR EXPORT PROGRAM—INTERNATIONAL WHEAT AGREEMENT

TERMS AND CONDITIONS OF COMMODITY CREDIT CORPORATION 1949-50 WHEAT AND WHEAT FLOUR EXPORT PROGRAM

The terms and conditions of Commodity Credit Corporation 1949-50 Wheat and Wheat Flour Export Program (14 F. R. 6869) are amended as follows:

1. Section 571.21 (1) is hereby amended so that the paragraph reads as follows:

§ 571.21 *Eligibility for payments by the Commodity Credit Corporation.*

(1) If any quantity of wheat or wheat flour sold to an importing country under this program re-enters the United States or its territories or possessions prior to unloading in a foreign country, or if, because of the exporters' action or with his consent, any quantity of wheat or wheat flour exported under this program re-enters the United States or its territories or possessions, or is diverted to another country while en route to the eligible country shown as the final destination on the Declaration of Sale (and Notice of Export), payment may be withheld, or if payment has already been made the exporter may be required to make such refund or other adjustment as deemed appropriate by the Manager. The exporter shall be required to notify the Manager immediately upon becoming cognizant of a re-entry or diversion.

2. Section 571.28 is revoked. Section 571.24 (b) (3) states that: "All sales

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1949 Edition

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The following book is now available:

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made to any one eligible country during any 24-hour period ending at 3:00 p. m., e. s. t., may be reported on one Declaration of Sale." In accordance with the above § 571.24 (b) (3) the following new § 571.28 is hereby issued to read as follows:

§ 571.28 *Reporting of multiple sales.* It shall be normal practice when such multiple sales are submitted on one telegraphic Notice of Sale to assign one PMA Sales Number to apply to all sales to a particular country shown on that telegram. One Declaration of Sale should be submitted, in such instances, by the exporter, though this is not mandatory. If more than one Declaration of Sale is submitted, the letters A, B, C, etc., shall be added to the PMA Sales Number.

Sales made to any one eligible country during any 24-hour period which are reported on separate telegrams will be assigned individual PMA Sales Numbers. It is requested that such sales be reported on separate Declarations of Sale.

3. Section 571.33 *Delegation*, is amended to read as follows:

§ 571.33 *Delegation.* M. M. Benidt and R. E. Menze, in the office of the Manager, Commodity Credit Corporation, are designated as the authorized representatives of the Manager severally to confirm sales pursuant to the terms and conditions contained herein.

4. In § 571.34 *Definitions*, paragraph (a) is amended to read as follows:

(a) "Manager" means the Vice President of the Commodity Credit Corporation who is the Assistant Administrator in charge of Commodity Operations,

Production and Marketing Administration.

(Pub. Law 421, 81st Cong.)

Dated this 6th day of January 1950.

[SEAL] HAROLD K. HILL,
Acting Vice President,
Commodity Credit Corporation.

Approved:

RALPH S. TRIGG,
President,
Commodity Credit Corporation.

[F. R. Doc. 50-263; Filed, Jan. 11, 1950;
8:57 a. m.]

Subchapter C—Loans, Purchases, and Other Operations

[1949 C. C. C. Wool Bulletin 1, Amdt. 1]

PART 672—WOOL

SUBPART—1949 WOOL PRICE SUPPORT PURCHASE PROGRAM

In order to extend the termination date of the 1949 Wool Price Support Purchase Program from December 31, 1949, to March 31, 1950, § 672.3 (d) of 1949 C. C. C. Wool Bulletin 1 (14 F. R. 2777) is hereby amended to read as follows:

§ 672.3 *Eligible wool.* * * *

(d) The wool must be shorn or pulled on or before March 31, 1950, and must be delivered to the handler and the handler must have placed such wool in the warehouse, and tendered it to CCC on or before 12:00 p. m., e. s. t., March 31, 1950.

In connection with the foregoing extension, notice is hereby given that all wool shorn or pulled on or before December 31, 1949, will not be eligible for the 1950 wool price support program; and, if commingled with 1950 wool, may render the entire lot ineligible for that program.

(Sec. 4 (d), Pub. Law 806, 80th Cong. Interprets or applies secs. 4 (g), (1), 5 (a), Pub. Law 806, 80th Cong.; sec. 1, Pub. Law 897, 80th Cong.)

Issued this 6th day of January 1950.

[SEAL] HAROLD K. HILL,
Acting Vice President,
Commodity Credit Corporation.

Approved:

RALPH S. TRIGG,
President,
Commodity Credit Corporation.

[F. R. Doc. 50-227; Filed, Jan. 10, 1950;
8:51 a. m.]

TITLE 7—AGRICULTURE

Chapter IX—Production and Marketing Administration (Marketing Agreements and Orders), Department of Agriculture

PART 986—HANDLING OF HOPS GROWN IN OREGON, CALIFORNIA, WASHINGTON, AND IDAHO, AND OF HOP PRODUCTS PRODUCED THEREFROM IN THESE STATES

DETERMINATION OF HOP GROWERS' AGGREGATE PRODUCTION OF THE 1949 CROP

Pursuant to the provisions of § 986.6 (c) (1) *Determination of quantity avail-*

able for market of Marketing Agreement No. 107 and Order No. 86, regulating the handling of hops grown in Oregon, California, Washington, and Idaho, and of hop products produced therefrom in these States (7 CFR Part 986; 14 F. R. 3660), a determination is required by the Secretary of Agriculture regarding the aggregate production of the 1949 crop of hops by all growers.

The aforesaid provisions require the Growers Allocation Committee (established pursuant to said marketing agreement and order) to determine, or cause to be determined under its supervision, the total quantity of hops (net dry weight), meeting the requirements of § 986.5 *Control of quality* of the aforesaid marketing agreement and order, available for market by each grower from his production of hops of the 1949 crop. After completing such determination, the Growers Allocation Committee is required, by means of addition, to compute the production of all growers. The Growers Allocation Committee is also required to notify each grower of such determination for that grower and allow a 10-day period for protest, if any, regarding such determination. The Growers Allocation Committee has met these requirements and furnished the Secretary with its findings, determinations, computations, and data in regard to the hops produced by each and all growers.

After consideration of all relevant matters, it is hereby ordered as follows:

§ 986.201 *Determination of hop growers' aggregate production of the 1949 crop.* The aggregate production of the 1949 crop of hops by all growers is determined to be 50,735,253 pounds.

It is hereby found and determined that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective time hereof until 30 days after publication in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) in that: The determination of the 1949 hop production by each grower and all growers is necessary prior to the computation of the salable percentage and allotment of the salable quantity for the individual growers; the requisite determination of the hop production by each grower has been made in accordance with the procedures prescribed in said marketing agreement and order; practically all hops of the 1949 crop have been harvested and growers would unduly suffer the inconvenience and cost of storage if this determination is not now made; this determination regarding the aggregate production of hops should be made as soon as practicable so that each grower's final salable allotment may be computed thereby permitting the immediate handling of the proper quantity of hops; and no special preparation on the part of handlers is required to comply with the provisions hereof.

The determination shall become effective upon its issuance.

Terms used in this section shall have the same meaning as when used in said marketing agreement and order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. and Supp. 608c)

Issued at Washington, D. C., this 6th day of January 1950.

[SEAL] S. R. SMITH,
Director,
Fruit and Vegetable Branch.

[F. R. Doc. 50-259; Filed, Jan. 10, 1950;
8:58 a. m.]

**PART 989—HANDLING OF RAISINS PRODUCED
FROM RAISIN VARIETY GRAPES GROWN
IN CALIFORNIA**

ADMINISTRATIVE RULES AND REGULATIONS

Sec.

989.101 Definitions.

989.104 Regulation.

989.105 Reports and records.

AUTHORITY: §§ 989.101 to 989.105 issued under 48 Stat. 31, as amended; 7 U. S. C. 601 et seq.; 14 F. R. 5136.

Findings and determinations. Pursuant to the provisions of Marketing Agreement No. 109 and Marketing Order No. 89 (14 F. R. 5136) regulating the handling of raisins produced from raisin variety grapes grown in California, hereinafter referred to as the "order," effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), hereinafter referred to as the "act," the Raisin Administrative Committee, (the administrative agency for operations under such order) has adopted and requests the Secretary of Agriculture to approve the rules and regulations, hereinafter set forth, which rules and regulations it is hereby found and determined effectuate the terms and provisions of the order and permit the committee to obtain such other information as is necessary to enable it to exercise its powers and perform its duties under the order.

It is hereby found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of the rules and regulations in this part until 30 days after publication in the *FEDERAL REGISTER* (see section 4 of the Administrative Procedure Act, 5 U. S. C. 1001 et seq.) in that (1) the production and marketing of the current crop of raisins already has begun and these rules and regulations are necessary for immediate use in regulating the handling of such raisins, (2) the order first became effective on August 18, 1949, and these rules and regulations have been drafted as soon as it was practicable to do so thereafter, (3) handlers are generally familiar with these rules and regulations, (4) compliance with these rules and regulations will not require any special preparation on the part of the persons subject thereto which cannot be completed on or before the effective date hereof, (5) a reasonable time is permitted in the circumstances for such preparation, and (6) these rules and regulations must be made effective on the date hereinafter set forth to effectuate the provisions of the order, any regulations issued thereunder, and the declared policy of the act.

The rules and regulations are as follows:

§ 989.101 Definitions. (a) "Order" means Marketing Agreement No. 109 and Order No. 89 regulating the handling of raisins produced from raisin variety grapes grown in California (14 F. R. 5136).

(b) Other terms used herein shall have the same meaning as when used in the order.

§ 989.104 Regulation—(a) Deferment of obligation. (1) Any handler who desires to defer the meeting of his reserve and surplus tonnage obligations pursuant to § 989.4 (e) (3) of the order shall file with the committee a certified application on Form RAC 201, "Application for Deferment of Reserve and Surplus Obligation," containing the following information:

(i) The date and the name and address of the handler;

(ii) The period for which deferment is requested;

(iii) The total reserve and the total surplus tonnage on which deferment is requested, by varietal type;

(iv) The name and address of each person with whom he has free tonnage under contract, undelivered, together with the amount of free tonnage thus under contract with each such person; on request, the Committee, in its discretion, may waive submission of this information;

(v) A full description of the surety bond offered; and

(vi) The reasons why deferment is desired.

(2) The committee shall promptly notify the applicant of its decision with regard to his application, including the amount of the bond required by the terms of the order if his application is approved. No handler shall use such reserve or surplus tonnage raisins as free tonnage raisins until he shall have received written approval of his application from the committee and shall have filed the required bond with the committee.

(b) **Weighted average price report.** Upon request of the committee, a handler shall file with the committee, within five days thereafter (exclusive of Saturdays, Sundays, and legal holidays), a certified report on Form RAC 104, "Report of Weighted Average Prices Paid," containing such of the following items of information as the committee may specify in its request: (1) the date and the name and address of the handler, and period covered by the report; (2) the total free tonnage of raisins of each varietal type acquired by the handler from producers and dehydrators during the crop year to a date specified by the committee, which shall be as close as practicable to the date of the request and, in any event, shall include the month preceding the date of such request; and (3) the weighted average price paid by the handler for free tonnage of each varietal type.

(c) **Substitution for Layer Muscats.** A handler who substitutes natural (sun-dried) Muscat or Valencia raisins for Layer Muscat raisins, as provided in

§ 989.4 (h) of the order, shall report to the committee within seven days (exclusive of Saturdays, Sundays, and legal holidays) after making such substitution, the fact of such substitution, the name of the producer of the Layer Muscat raisins for which the substitution was made, and the quantity of such Layer Muscat raisins. He shall obtain a written statement from the producer evidencing agreement to the substitution and shall retain it for a period of one year from its date.

(d) **Damaged raisins.** If the committee reaches the conclusion (which is confirmed by the Secretary) that a portion of the raisin production in any crop year has been damaged substantially by rain or other natural causes, raisins so damaged may be handled in the manner hereafter provided in lieu of that provided by the order for undamaged raisins.

The handler of such raisins, when filing on Form RAC 1, "Acquisition Report", a report of his acquisition thereof, shall identify such raisins as "damaged by _____" and shall describe the cause of such damage and state that the raisins are offered to the committee and held for disposition by it. Such raisins, from the time of their acquisition by the handler, shall be held by him separate and apart from all undamaged raisins acquired by him until the Committee advises otherwise. Upon receipt of the report the committee shall decide whether such raisins have been damaged by rain or other natural causes, and accept them, or have not been so damaged, and reject them, and shall promptly notify the handler of its conclusion.

If such raisins are rejected, they shall thereafter be subject to the provisions of the order and not be entitled to the benefits provided by this section.

If such raisins are accepted, they shall be excluded from any determination of surplus, reserve, or free tonnage. They shall be disposed of and accounted for by the committee in the same manner in which surplus tonnage is disposed of and accounted for except that they shall be free of the grade restrictions applicable to surplus tonnage, they may be sold by the committee for any purpose (other than for human consumption as raisins), and the net proceeds and the distribution thereof shall be determined separate from any other proceeds or distribution.

§ 989.105 Reports and records—(a) Reserve and surplus tonnage. The certified weekly report prescribed by § 989.5 (b) of the order shall be submitted on Form RAC 1, "Acquisitions Report;" it shall state the information required by that section separately by varietal type of raisins and, in addition, shall contain the following information and materials:

(1) The handler's name and address, the date of the report, identification of the week to which it relates;

(2) Copies of all weight certificates, door tags or receipts, or other evidences of weight, pertaining to the raisins acquired during the reporting week; such copies shall account for all of such acquired raisins, shall show and be segregated by the varietal type of

raisins covered thereby, and shall show the name and address of each person from whom the raisins were acquired and the quantity of each varietal type acquired from each such person; and the certification of the report shall apply to these documents. Adding machine tapes, showing total acquisitions of each varietal type of raisin, should be submitted with these documents if they are available. If any of such documents are subsequently corrected, a notice of correction, identified as such, shall accompany the report for the week in which correction was made; and

(3) A list, kept current, showing the names and addresses of all persons from whom the handler has acquired raisins during the current crop year.

The materials specified in subparagraphs (2) and (3) of this paragraph, need not be submitted by nonprofit cooperative agricultural marketing associations.

(b) *Monthly shipments.* Not later than the fifth day of each month each handler shall file with the committee a certified report on Form RAC 2, "Monthly Shipments", containing, in respect to the preceding month, the following information:

(1) The quantity of raisins shipped or otherwise disposed of by such handler, separately stated for each varietal type. The first report submitted during the crop year 1949-50 shall be cumulative and show all shipments and dispositions during that crop year through the last month covered by the report or, alternatively, it shall be accompanied by a report for each of the earlier months of that crop year.

(c) *Sales.* Upon request of the committee, a handler shall file with the committee within 10 days (exclusive of Saturdays, Sundays, and legal holidays) a signed report on Form RAC 101, "Report of Sales," containing such of the following items of information as the committee may specify in its request:

(1) The date and the name and address of the handler, and the period covered by the report;

(2) The total tonnage of raisins sold or actually contracted for sale by the handler during the crop year to a date specified by the committee, which shall be as close as practicable to the date of the request, and, in any event shall include the month preceding the date of the request;

(3) The total tonnage sold in domestic markets;

(4) The total tonnage sold in export markets; and

(5) The total tonnage sold to government agencies.

(d) *Shipments or dispositions.* Upon request of the committee, a handler shall file with the committee within 10 days (exclusive of Saturdays, Sundays, and legal holidays) a signed report on Form RAC 102, "Report of Shipments," containing such of the following items of information as the committee may specify in its request:

(1) The date and name address of the handler, and the period covered by the report; and

(2) The total tonnage of raisins shipped or otherwise disposed of by the handler during the period of the report, segregated as to commercial foreign export outlets, Commodity Credit Corporation purchases, other government agency purchases, and other shipments or dispositions, all stated separately as to consumer packs and bulk.

(e) *Carryover and marketing policy information.* Upon request of the committee, a handler shall within 10 days (exclusive of Saturdays, Sundays, and legal holidays) file with the committee a signed report on Form RAC 103, "Report of Carryover and Marketing Policy Information," containing such of the following items of information in respect to each varietal type of raisins as may be requested by the committee:

(1) The tonnage of raisins held by the handler, separately stated as free, reserve or surplus tonnage, as of the date specified in the committee's request.

Issued at Fresno, California, this 8th day of December 1949, to be effective on and after 12:01 a. m., P. s. t., January 13, 1950.

RAISIN ADMINISTRATIVE
COMMITTEE,
A. SETRAKIAN,
Chairman.

Approved this 6th day of January 1950.

CHARLES F. BRANNAN,
Secretary of Agriculture.

[F. R. Doc. 50-230; Filed, Jan. 10, 1950;
10:02 a. m.]

TITLE 24—HOUSING AND HOUSING CREDIT

Chapter VIII—Office of Housing Expediter

[Controlled Housing Rent Reg., Amdt. 204,
Corr.]

[Controlled Rooms in Rooming Houses and
Other Establishments Rent Reg., Amdt.
203, Corr.]

PART 825—RENT REGULATIONS UNDER THE HOUSING AND RENT ACT OF 1947, AS AMENDED

PENNSYLVANIA

Item 7 of Amendment 204 to the Controlled Housing Rent Regulation (§§ 825.1 to 825.12¹) and of Amendment 203 to the Rent Regulation for Controlled Rooms in Rooming Houses and Other Establishments (§§ 825.81 to 825.92¹), issued December 29, 1949, and effective January 3, 1950, is corrected to read as follows:

7. Schedule A, Item 258, is amended to describe the counties in the Defense-Rental Areas as follows:

In Blair County, the City of Altoona, and the Townships of Allegheny, Antis, Blair, Frankstown, Logan and Snyder, and the Boroughs of Bellwood, Duncansville, Hollidaysburg, Newry and Tyrone; Cambria County; and in Somerset County, the Townships of Black, Conemough, Jenner, Lincoln, Ogle, Paint, Shade, Somerset, Summit and

¹ 14 F. R. 7884.

Quemahoning, and the Boroughs of Benson, Boswell, Central City, Hooversville, Garrett, Jennerstown, Meyersdale, Paint, Rockwood, Somerset, Stoyestown and Windber.

This decontrols all of Blair County, Pennsylvania, a portion of the Altoona-Johnstown, Pennsylvania, Defense-Rental Area, except for the City of Altoona, Pennsylvania, and the townships and boroughs listed above.

This correction shall be effective as of January 3, 1950.

Issued this 6th day of January 1950.

TIGHE E. WOODS,
Housing Expediter.

[F. R. Doc. 50-240; Filed, Jan. 10, 1950;

8:54 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

PART 120—ANNUAL, SPECIAL OR PERIODICAL REPORTS

STEAM RAILWAY ANNUAL REPORT FORM A

At a session of the Interstate Commerce Commission, Division 1, held at its office in Washington, D. C., on the 28th day of December A. D. 1949.

The matter of annual reports from Steam Railway Companies and Switching and Terminal Companies of Class I and Class II being under consideration:

It is ordered, That the order dated January 5, 1949, in the matter of annual reports from steam railway companies and switching and terminal companies of Class I and Class II (49 CFR 120.11) be, and it is hereby modified with respect to annual reports for the year ended December 31, 1949, and subsequent years, as follows:

§ 120.11. *Form prescribed for large and medium steam railways.* All steam railway companies and switching and terminal companies of Class I and Class II subject to the provisions of section 20, Part I, of the Interstate Commerce Act, are hereby required to file annual reports for the year ended December 31, 1949, and for each succeeding year until further order in accordance with Annual Report Form A (Large and Medium Steam Roads and Switching and Terminal Companies),¹ which is hereby approved and made a part of this order. The annual report shall be filed, in duplicate, in the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Washington 25, D. C., on or before March 31, of the year following the one to which it relates.

(24 Stat. 886, as amended; 49 U. S. C. 20 (1)-(8))

NOTE: Budget Bureau No. 60-R098.6.

By the Commission, Division 1.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 50-226; Filed, Jan. 10, 1950;
8:50 a. m.]

¹ Filed as a part of the original document.

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

[CGFR 49-43]

MISCELLANEOUS AMENDMENTS TO CHAPTER

A notice regarding proposed changes in the inspection and navigation regulations was published in the *FEDERAL REGISTER* dated August 23, 1949, 14 F. R. 5230, and a public hearing was held by the Merchant Marine Council on September 27, 1949, at Washington, D. C.

The purpose of the miscellaneous amendments to the regulations is to clarify their intent, effect editorial changes, and establish additional safety requirements.

The changes in the motorboat regulations impose a new requirement that a licensed motorboat operator shall carry his license on board a motorboat at all times when the boat is carrying passengers for hire, as well as to transfer specification requirements for wood floats to another subchapter and change requirements for fuel supply shut-off devices and fuel tanks of motor vessels of more than 15 gross tons carrying passengers for hire.

The amendments to regulations regarding line-throwing appliances and equipment provide that certain vessels carry an impulse-projected rocket type line-throwing appliance and that other vessels may carry a shoulder gun line-throwing appliance while the Lyle gun type line-throwing appliance may be continued in use only on vessels now so equipped with that type.

The amendments regarding fire-extinguishing systems will require a water sprinkling fire-extinguishing system on vessels carrying combustible cargo in holds or other closed compartments from which inert gas or steam could escape and render crew or passenger spaces uninhabitable if inert-gas or steam extinguishing systems were installed.

The amendments to the dangerous cargo regulations revise the requirements for portable magazine chests used for the stowage of certain explosives, change shipping requirements for pyroxylin plastics and film support (nitrocellulose base) to agree with requirements of the Interstate Commerce Commission, change the shipping requirements for the transportation of iron sponge not properly oxidized, iron mass, spent, iron sponge, spent, iron oxide, iron mass, wet, iron sponge, wet, and iron oxide, wet, as well as to permit the use of more than 30 pounds per square inch air pressure when discharging bulk cargoes of sulfuric acid.

The amendments to Subchapter Q—*Specifications* provide new and revised requirements for manufacturing buoyant apparatus, hatchets, embarkation-debarkation ladders, life rafts, life floats, shoulder gun type line-throwing appliances, portable magazine chests, wood floats, impulse-projected rocket type line-throwing appliances, floating electric lights, motor lifeboat searchlights, and hand electric flashlights.

By virtue of the authority vested in me as Commandant, United States Coast

Guard, by R. S. 4405, as amended, and section 101 of Reorganization Plan No. 3 of 1946, 46 U. S. C. 1, 375, as well as the statutes cited with the regulations below, the following amendments to the regulations are prescribed which shall become effective ninety (90) days after date of publication of this document in the *FEDERAL REGISTER*:

Subchapter C—Motorboats and Certain Vessels Propelled by Machinery Other Than by Steam More Than 65 Feet in Length

PART 24—GENERAL PROVISIONS

Part 24 is amended by adding a new section reading as follows:

§ 24.12 *Exhibition of motorboat operator's license.* Any person to whom a license as a motorboat operator has been issued shall have such license in his possession and available for immediate production to any Coast Guard boarding officer at all times during which any vessel which he is operating is carrying passengers for hire. (54 Stat. 163-167, 46 U. S. C. 526-526t)

PART 25—REQUIREMENTS FOR ALL MOTORBOATS EXCEPT THOSE OF OVER 15 GROSS TONS CARRYING PASSENGERS FOR HIRE

LIFE PRESERVERS OR OTHER LIFESAVING DEVICES

Section 25.4-3 is amended to read as follows:

§ 25.4-3 *Commercial fishing motorboats—wood floats.* Commercial fishing motorboats shall be allowed to use wood floats, one for each person on board, which shall be constructed in accordance with subpart 160.039 of Subchapter Q of this chapter. (54 Stat. 163-167, 46 U. S. C. 526-526t)

PART 27—REQUIREMENTS FOR MOTORBOATS AND MOTOR VESSELS OF MORE THAN 15 GROSS TONS CARRYING PASSENGERS FOR HIRE

INSTALLATION REQUIREMENTS FOR VESSELS USING LIQUID FUELS STORED AT ATMOSPHERIC PRESSURE AND TEMPERATURE AND HAVING FLASH POINTS OF 110° F. OR LOWER

1. Section 27.4-2 (j) is amended to read as follows:

§ 27.4-2 *Fuel tanks and piping.* * * *

(j) *Shut-off valves.* Shut-off valves shall be installed in the fuel line; one as close to each tank as practicable, and one as close to each carburetor as practicable. Arrangements shall be provided for operating all shut-off valves at the tanks from outside the compartments in which they are located, preferably from an accessible position on deck. The operating gear for the shut-off valves at the tanks shall be accessible at all times and in efficient working condition. (54 Stat. 163-167, 46 U. S. C. 526-526t)

INSTALLATION REQUIREMENTS FOR VESSELS USING LIQUID FUELS STORED AT ATMOSPHERIC PRESSURE AND TEMPERATURE AND HAVING FLASH POINTS ABOVE 110° F.

2. Section 27.5-2 (a) is amended to read as follows:

§ 27.5-2 *Fuel tanks and piping.* * * *

(a) *Fuel tanks.* Fuel tanks shall be constructed and tested in conformance with § 27.4-2 (c), except that internal galvanizing may be omitted in independent tanks. (54 Stat. 163-167, 46 U. S. C. 526-526t)

Subchapter G—Ocean and Coastwise: General Rules and Regulations

PART 59—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES (OCEAN)

1. Section 59.60 is amended to read as follows:

§ 59.60 *Line-throwing appliances—*

(a) *Requirements.* All passenger vessels (regardless of tonnage or manner of propulsion) engaged on international voyages, all ocean cargo steam vessels of 500 gross tons and over, and all seagoing motor-propelled vessels of 500 gross tons and over, carrying cargo or passengers or both, shall be equipped with an approved line-throwing appliance, and equipment auxiliary thereto, of the impulse-projected rocket type, the requirements for which are set forth in subpart 160.040 of Subchapter Q of this chapter. All ocean cargo steam vessels of 150 gross tons and over and less than 500 gross tons, and all seagoing motor-propelled vessels of 300 gross tons and over and less than 500 gross tons, carrying cargo or passengers or both, shall be equipped with an approved line-throwing appliance, and equipment auxiliary thereto, of the shoulder gun type or the impulse-projected rocket type, the requirements for which are set forth in subparts 160.031 and 160.040, respectively, of Subchapter Q of this chapter. Service use of rockets shall be within four years from date of manufacture. Lyle gun type line-throwing appliances already in service on merchant vessels may be continued in use so long as in good and serviceable condition: *Provided*, That any replacements shall be made with a line-throwing appliance of the impulse-projected rocket type or shoulder gun type, as applicable.

(b) *Accessibility.* The line-throwing appliance and its equipment shall be kept always easily and immediately accessible and ready for use. No part of this equipment shall be used for any other purpose.

(c) *Drills.* The master of a vessel equipped with a line-throwing appliance shall drill his crew in its use and require it to be fired at least once in every 3 months. Each drill shall be recorded in the ship's log book. The service line shall not be used for drill purposes. The drills shall be conducted as follows:

(1) For impulse-projected rocket type, by actually firing the rocket with any ordinary line of proper length attached; or,

(2) For shoulder gun type, by actual firing, using the regular cartridge and projectile with any ordinary line of proper length; or,

(3) For Lyle gun type on existing vessels, by actual firing, using one-half the usual charge of powder with regular service projectile and any ordinary line of proper length.

(d) *Service recommendations.* The following precautions and procedure are recommended for the use of line-throwing appliances and equipment:

(1) *Impulse-projected rocket type.* Follow the operating instructions and safety precautions furnished by the manufacturer.

(2) *Shoulder gun type.* Follow the operating instructions and safety precautions furnished by the manufacturer.

(3) *Lyle gun type on existing vessels.* (i) Service powder charge should be about 5 ounces of black powder, and the powder bags should be furnished to the vessel containing 2½ ounces of black powder and marked "one-half normal charge". Under extraordinary circumstances, 7½ ounces (three 2½-ounce bags) of black powder may be used.

(ii) In making the line fast to the shank, pass it through the eye and take three or more half-hitches around its own part, leaving a loop of about 10 or 12 inches and taking the hitches about 6 inches apart. This will allow the line to slip slightly through the eye of the shank before the hitches fetch up, thus easing the strain on the line at the loop during the initial acceleration.

(iii) A considerable bight led over the side is recommended wherever possible, as it will tend to lessen the jerk on the line at initial acceleration.

(iv) At least a fathom of the line from the shank should be thoroughly wet before using to prevent burning.

(v) The faking box or reel should always be faced in the direction of the line of fire and placed abreast of the gun and as close to ship's side as possible. It is not advisable to place the line too close to the muzzle of the gun, as the concussion may lift several layers or coils from the top, causing a snarl which in turn may cause the line to part.

(vi) Care should be taken in placing the equipment to prevent fouling of the line in rigging, ridge ropes, etc., which have a tendency to rise or jump up when the gun is fired.

(vii) Having made the gun and equipment ready for use, the following procedure in firing is recommended: Select a place where the gun may recoil without striking anything, or where it may be securely lashed down. Note the position of the vessel to be relieved, and the direction and approximate force of the wind, and then place the gun in position, making allowance for the drift of the line. Place the line on the windward side of the gun and about 3 feet from it. Make the line fast in the eye of the shank and insert the powder charge, projectile, and primer. In loading, make sure that the projectile is seated against the wad.

(viii) After using, the line should be thoroughly dried before rewinding or faking. (R. S. 4405, 4426, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 404, 481, 1333, 50 U. S. C. 1275)

2. Section 59.61 is amended to read as follows:

§ 59.61 *Equipment for line-throwing appliances.* The equipment enumerated below is required to be carried with the

various types of line-throwing appliances:

(a) *Impulse-projected rocket type.* Four (4) rockets (2 of which shall be of the buoyant type), 4 primer-ejector cartridges, 4 service lines (each 1,000 feet of ½-inch to ¾-inch diameter flax or manila, having not less than 500 pounds breaking strength, in faking boxes or reels), 1 can of oil, 1 cleaning brush, 12 wiping patches, and 1 set of instructions furnished by the manufacturer, all in a suitable case or box with the appliance, with the auxiliary line (1,500 feet of 3-inch circumference manila) accessible for use either in the case or nearby.

(b) *Shoulder gun type.* Ten (10) service projectiles, 4 service lines (each 400 feet of ¾-inch circumference flax or cotton line, having not less than 250 pounds breaking strength, in faking boxes or reels), 25 cartridges, 1 cleaning rod with brush, 1 can of oil, 12 wiping patches, and 1 set of instructions, all in a suitable case or box with the gun, with an auxiliary line (500 feet of 3-inch circumference manila) accessible for use.

(c) *Lyle gun type on existing vessels.* Six (6) service projectiles, 4 service lines (each 1,700 feet of ¾-inch to 1-inch diameter flax or manila, having not less than 500 pounds breaking strength, in faking boxes or reels), 1 auxiliary line (1,500 feet of 3-inch circumference manila), 1 approved firing attachment (with accessories consisting of lanyard, wrench, washer to fit between barrel and shoulder of firing attachment, blank plug for screwing into gun when firing attachment is not in place, cartridge extractor, and 25 primers in watertight metal box), 18 bags (2½ ounces each) of black powder marked "One-half normal charge for Lyle gun, 2½ ounces black powder" in nonferrous metal screw top container, 25 paper wads, 1 ram rod, 1 wire brush, 1 can light petrolatum, 12 wiping patches, 1 tapered wooden plug for muzzle of gun when not in use, and 1 set of instructions furnished by the manufacturer of the gun, all in a suitable box or chest with the gun. (R. S. 4405, 4426, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 404, 481, 1333, 50 U. S. C. 1275)

PART 60—BOATS, RAFTS, BULKHEADS, AND LIFESAVING APPLIANCES (COASTWISE)

1. Section 60.53 is amended to read as follows:

§ 60.53 *Line-throwing appliances—*

(a) *Requirements.* All coastwise steam vessels of 500 gross tons and over and all seagoing motor-propelled vessels of 500 gross tons and over shall be equipped with an approved line-throwing appliance, and equipment auxiliary thereto, of the impulse-projected rocket type, the requirements for which are set forth in subpart 160.040 of Subchapter Q of this chapter. All coastwise steam vessels of 150 gross tons and over but less than 500 gross tons and all seagoing motor-propelled vessels of 300 gross tons and over but less than 500 gross tons shall be equipped with an approved line-throwing appliance, and equipment auxiliary thereto, of the shoulder gun type or the impulse-projected rocket type,

the requirements for which are set forth in subparts 160.031 and 160.040, respectively, of Subchapter Q of this chapter. Lyle gun type line-throwing appliances already in service on merchant vessels may be continued in use so long as in good and serviceable condition: *Provided*, That any replacements shall be made with a line-throwing appliance of the impulse-projected rocket type or shoulder gun type, as applicable.

(b) *Accessibility.* The line-throwing appliance and its equipment shall be kept always easily and immediately accessible and ready for use. No part of this equipment shall be used for any other purpose.

(c) *Drills.* The master of a vessel equipped with a line-throwing appliance shall drill his crew in its use and require it to be fired at least once in every 3 months. Each drill shall be recorded in the ship's log book. The service line shall not be used for drill purposes. The drills shall be conducted as follows:

(1) For impulse-projected rocket type, by actually firing the rocket with any ordinary line of proper length attached; or,

(2) For shoulder gun type, by actual firing using the regular cartridge and projectile with any ordinary line of proper length; or,

(3) For Lyle gun type on existing vessels, by actual firing, using one-half the usual charge of powder with regular service projectile and any ordinary line of proper length.

(d) *Service recommendations.* The following precautions and procedure are recommended for the use of line-throwing appliances and equipment:

(1) *Impulse-projected rocket type.* Follow the operating instructions and safety precautions furnished by the manufacturer.

(2) *Shoulder gun type.* Follow the operating instructions and safety precautions furnished by the manufacturer.

(3) *Lyle gun type on existing vessels.* (i) Service powder charge should be about 5 ounces of black powder, and the powder bags should be furnished to the vessel containing 2½ ounces of black powder and marked "one-half normal charge". Under extraordinary circumstances, 7½ ounces (three 2½-ounce bags) of black powder may be used.

(ii) In making the line fast to the shank, pass it through the eye and take three or more half-hitches around its own part, leaving a loop of about 10 or 12 inches and taking the hitches about 6 inches apart. This will allow the line to slip slightly through the eye of the shank before the hitches fetch up, thus easing the strain on the line at the loop during the initial acceleration.

(iii) A considerable bight led over the side is recommended wherever possible, as it will tend to lessen the jerk on the line at initial acceleration.

(iv) At least a fathom of the line from the shank should be thoroughly wet before using to prevent burning.

(v) The faking box or reel should always be faced in the direction of the line of fire and placed abreast of the gun and as close to ship's side as possible. It is not advisable to place the line too close to the muzzle of the gun, as the concus-

sion may lift several layers or coils from the top, causing a snarl which in turn may cause the line to part.

(vi) Care should be taken in placing the equipment to prevent fouling of the line in rigging, ridge ropes, etc., which have a tendency to rise or jump up when the gun is fired.

(vii) Having made the gun and equipment ready for use, the following procedure in firing is recommended: Select a place where the gun may recoil without striking anything, or where it may be securely lashed down. Note the position of the vessel to be relieved, and the direction and approximate force of the wind, and then place the gun in position, making allowance for the drift of the line. Place the line on the windward side of the gun and about 3 feet from it. Make the line fast in the eye of the shank and insert the powder charge, projectile, and primer. In loading, make sure that the projectile is seated against the wad.

(viii) After using, the line should be thoroughly dried before rewinding or faking. (R. S. 4405, 4426, 4488, 49 Stat. 1544, 54 Stat. 346; and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 404, 481, 1333, 50 U. S. C. 1275)

2. Section 60.54 is amended to read as follows:

§ 60.54 *Equipment for line-throwing appliances.* (See § 59.61 of this chapter, as amended, which is identical with this section.)

PART 61—FIRE APPARATUS; FIRE PREVENTION

Section 61.4 (a) (1) is amended to read as follows:

§ 61.4 *Steam and inert-gas fire-extinguishing systems—(a) General requirements.* (1) All mechanically propelled vessels carrying combustible cargo in the holds, 'tween decks, or other closed cargo compartments, except those engaged exclusively in the carriage of coal in bulk, shall be equipped with means for extinguishing fire in such compartments by the use of steam fire-extinguishing systems or by the use of any inert-gas fire-extinguishing system approved by the Commandant. However, in specific cases where by reason of the design, such compartments are normally accessible and considered to be part of the working or living quarters of the crew or passengers, a water sprinkling system may be required in lieu of either a steam or inert-gas fire-extinguishing system. (R. S. 4426, 4470, 4471, 49 Stat. 1544, 54 Stat. 346, 1028, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 404, 463, 463a, 464, 1333, 50 U. S. C. 1275)

PART 62—SPECIAL OPERATING REQUIREMENTS

Part 62 is amended by adding a new § 62.15, reading as follows:

§ 62.15 *Posting placards containing instructions for use of breeches buoy.* A placard containing instructions for the use of breeches buoy gear, Form CG 811, shall be posted in the pilothouse, engine room, and in the seamen's, firemen's,

and stewards' departments of every passenger or cargo vessel required by law or regulation to carry a line-throwing appliance, as well as on every passenger vessel, cargo vessel, or manned barge, which is 150 gross tons and over, but not required to carry a line-throwing appliance. (R. S. 4405, 4426, 4488, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 404, 481, 1333, 50 U. S. C. 1275)

Subchapter H—Great Lakes: General Rules and Regulations

PART 77—FIRE APPARATUS; FIRE PREVENTION

Section 77.4 (a) (1) is amended to read as follows:

§ 77.4 *Steam and inert-gas fire-extinguishing systems.* (See § 61.4 of this chapter, as amended, which is identical with this section.)

Subchapter I—Bays, Sounds, and Lakes Other Than the Great Lakes: General Rules and Regulations

PART 95—FIRE APPARATUS; FIRE PREVENTION

Section 95.4 (a) (1) is amended to read as follows:

§ 95.4 *Steam and inert-gas fire-extinguishing systems.* (See § 61.4 of this chapter, as amended, which is identical with this section.)

Subchapter J—Rivers: General Rules and Regulations

PART 114—FIRE APPARATUS; FIRE PREVENTION

Section 114.6 (a) (1) is amended to read as follows:

§ 114.6 *Steam and inert-gas fire-extinguishing systems.* (See § 61.4 of this chapter, as amended, which is identical with this section.)

Subchapter N—Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels

PART 146—TRANSPORTATION OR STORAGE OF EXPLOSIVES OR OTHER DANGEROUS ARTICLES OR SUBSTANCES AND COMBUSTIBLE LIQUIDS ON BOARD VESSELS

LIST OF EXPLOSIVES OR OTHER DANGEROUS ARTICLES CONTAINING THE SHIPPING NAME OR DESCRIPTION OF ARTICLES SUBJECT TO THE REGULATIONS IN THIS SUBCHAPTER

1. Section 146.04-5 *List of explosives and other dangerous articles and combustible liquids* is amended by deleting the articles "Iron oxide. (See: 'Iron sponge')," "Iron sponge," and "Iron sponge, spent" from the list.

2. Section 146.04-5 is further amended by inserting the following articles after "Iron arsenate, solid. (See: 'Ferrous or ferric arsenate, solid')":

(In column one) Iron mass, spent. (In column two) Inf. S.
(In column one) Iron mass, wet. (In column two) Haz.
(In column one) Iron oxide, wet. (In column two) Haz.

(In column one) Iron sponge not properly oxidized. (In column two) Inf. S. (In column three) Yellow.

(In column one) Iron sponge, spent. (In column two) Inf. S.

(In column one) Iron sponge, wet. (In column two) Haz.

3. Section 146.04-5 is still further amended by inserting the following article after "Spent mixed acid":

(In column one) Spent oxide. (In column two) Inf. S.

(R. S. 4472, as amended, 54 Stat. 1023, 1028, sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 170, 463a, 50 U. S. C. 1275)

CARGO HANDLING AND STOWAGE DEVICES; UNITED STATES COAST GUARD CONTAINER SPECIFICATIONS

4. Section 146.09-6 is amended to read as follows:

§ 146.09-6 *Portable magazine chest.* (a) Portable magazine chests shall be constructed of metal and lined with wood, and not less than 6 nor more than 40 cubic feet capacity. The lining shall be so fitted and finished as to form a smooth surface within the interior of the chest. Fastenings shall be recessed below the surface to avoid projections within the interior. Construction shall be such as to separate all containers of explosives or pyrotechnics from contact with metal surfaces. The metal shall be $\frac{1}{8}$ inch thick and free from crimps, buckles, and rough edges. All metal surfaces shall be wire brushed and all oil, grease, rust, loose scale, and other extraneous matter, removed before application of any primer. All surfaces of the metal chest and fittings shall be given a heavy coat of quick drying red lead, zinc chromate, or other suitable primer before painting. The finish shall consist of two coats of paint. The interior shall be lined with wood sheathing of a minimum thickness of $\frac{3}{4}$ inch. Securing means shall be countersunk below the surface of the sheathing. Securing means for the cover and four (4) lashing rings shall be provided. The lashing rings shall be 3-inch I. D. x $\frac{3}{8}$ -inch wire permanently attached to the magazine chest. Two runners, not less than 2 inches high shall be permanently attached to the bottom of the chest.

(b) Portable magazine chests used for the stowage of pyrotechnic signals, rockets, and powder for line-throwing guns shall be marked, in letters at least 3 inches high, with the following legend: "Portable Magazine Chest," "Inflammable—Keep Lights and Fire Away."

(c) Portable magazine chests now in use on vessels may be continued in use while in serviceable condition. (R. S. 4472, as amended, 54 Stat. 1023, 1028, sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 170, 463a, 50 U. S. C. 1275)

DETAILED REGULATIONS GOVERNING INFLAMMABLE SOLIDS AND OXIDIZING MATERIALS

5. Section 146.22-100 is amended by adding requirements regarding "iron sponge not properly oxidized," "iron mass, spent," "iron sponge, spent," or "spent oxide" in columns 1 through 7 to follow after "Inflammable solids, N. O. S." as follows:

§ 146.22-100 Table E—Classification: Inflammable solids and oxidizing materials.

(In column 1) Iron sponge not properly oxidized.

(When properly prepared and shipped in metal containers it is not subject to these regulations.)

(In column 2) Iron sponge or iron mass that has not been properly oxidized during manufacture which is liable to spontaneous heating and ignition.

Stow separate from all combustible material, explosives, inflammable liquids (red label), or acids (white label).

(In column 3) Yellow.

(In column 4) Stowage:

"On deck in open."

"On deck under cover."

"Tween decks readily accessible."

Outside containers:

Hermetically sealed metal-lined wooden boxes. Airtight metal containers.

(In column 5) Not permitted.

(In column 6) Ferry stowage (AA).

Outside containers:

Hermetically sealed metal-lined wooden boxes. Airtight metal containers.

(In column 7) Ferry stowage (BB).

Outside containers:

Hermetically sealed metal-lined wooden boxes. Airtight metal containers.

(In column 8) Iron mass, spent; iron sponge, spent; or spent oxide.

(In column 2) Iron sponge or mass after saturation with sulfur, when used in gas purification, is liable to spontaneous heating and ignition if stowed in deep piles.

No marking required.

(In column 3) No label required.

(In column 4) after exposure to air for a period of not less than 10 days, it may be accepted for transportation in bulk in all steel barges having open holds.

(In columns 5, 6, and 7) Not permitted.

(R. S. 4472, as amended, 54 Stat. 1023, sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 170, 463a, 50 U. S. C. 1275)

6. Section 146.22-100 is amended by changing the gross weights of shipments for "Pyroxylin plastics, rods, rolls, sheets, or tubes" and "Film support (nitrocellulose base)" so that the requirements in columns 4, 5, 6 and 7 under "Outside containers" for "Fiber drums (ICC-21A) not over 200 lbs. gr. wt." and "For sheet pyroxylin only: Special fiberboard box (ICC-12B) telescope type, not over 90 lbs. gr. wt." are amended to read as follows:

(In columns 4, 5, 6 and 7) Fiber drums (ICC-21A) not over 220 lbs. gr. wt.

For sheet pyroxylin only: Special fiberboard tube, telescope type, not over 15 lbs. net wt.

(R. S. 4472, as amended, 54 Stat. 1023, 1028, sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 170, 463a, 50 U. S. C. 1275)

DETAILED REGULATIONS GOVERNING CORROSIVE LIQUIDS

7. Section 146.23-10 (b) is amended by adding a new subparagraph (6) reading as follows:

§ 146.23-10 Sulfuric acid in bulk.

(b)

(6) Special approval of the Commandant may be obtained where more than 30 pounds per square inch pressure is required to discharge the cargo: *Provided*, That the tank is designed and constructed for the appropriate pres-

sure and meets the requirements for Class II, arc-welded unfired pressure vessels (Subchapter F—Marine Engineering). (R. S. 4472, as amended, 54 Stat. 1023, 1028, sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 170, 463a, 50 U. S. C. 1275)

DETAILED REGULATIONS GOVERNING COMPRESSED GASES

8. Section 146.24-15 is amended by changing paragraphs (a) and (1) to read as follows:

§ 146.24-15 Liquid chlorine in bulk.
(a) Liquid chlorine may be transported in bulk on barges when loaded in Class I arc-welded steel tanks (pressure vessel type), which are independent of the structure of the vessel.

(1) (1) No other kind of cargo except liquid caustic soda shall be on board any barge at the same time that chlorine in either liquid or vapor form is present in a cargo tank.

(2) Chlorine tanks shall not be installed within liquid caustic soda tanks.

(3) Barges used for the transportation of chlorine and liquid caustic soda shall be of steel construction.

(R. S. 4472, as amended, 54 Stat. 1023, 1028, sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 170, 463a, 50 U. S. C. 1275)

DETAILED REGULATIONS GOVERNING HAZARDOUS ARTICLES

9. Section 146.27-100 Table K—Classification: *Hazardous articles* is amended by deleting all the requirements in columns 1 through 7 for "iron sponge (iron oxide)" and "iron sponge, spent."

10. Section 146.27-100 is amended by adding new requirements in columns 1 through 7 for "iron mass, wet; iron sponge, wet; and iron oxide, wet" which shall be inserted after "insulation tape (varnished cloth type)" reading as follows:

§ 146.27-100 Table K—Classification: Hazardous articles.

(In column 1) Iron mass, wet; Iron sponge, wet; Iron oxide, wet.

(Shall not be shipped in burlap bags or other containers which are susceptible to spontaneous heating when wet.)

(In column 2) Iron mass or sponge consisting of a mixture of wood shavings with a hydrated ferric oxide used to remove sulfur from coal gas. Iron oxide in the form of dense, dark red, powder or lumps used to remove sulfur from coal gas.

Stow separate from inflammable liquids (red label) or inflammable solids and oxidizing materials (yellow label).

(In column 3) No label required.

(In column 4) Stowage:

"On deck in open."

"On deck under cover."

"Tween decks readily accessible."

Outside containers:

Steel barrels or drums, not over 1760 lbs. gr. wt.

(In column 5) Not permitted.

(In column 6) Ferry stowage (AA).

Outside containers:

Steel barrels or drums, not over 1760 lbs. gr. wt.

(In column 7) Ferry stowage (BB).

Outside containers:

Steel barrels or drums, not over 1760 lbs. gr. wt.

(R. S. 4472, as amended, 54 Stat. 1023, 1028, sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 170, 463a, 50 U. S. C. 1275)

Subchapter Q—Specifications

PART 160—LIFESAVING EQUIPMENT

Part 160 is amended by adding the following new subparts:

SUBPART 160.010—BUOYANT APPARATUS FOR MERCHANT VESSELS

Sec.

160.010-1 Applicable specifications.

160.010-2 Types.

160.010-3 General requirements for buoyant apparatus.

160.010-4 Buoyant apparatus using balsa wood for buoyancy.

160.010-5 Buoyant apparatus using air compartments for buoyancy.

160.010-6 Capacity of buoyant apparatus.

160.010-7 Methods of sampling, inspections and tests.

160.010-8 Nameplate and marking.

160.010-9 Procedure for approval.

SUBPART 160.013—HATCHETS (LIFEBOAT AND LIFE RAFT) FOR MERCHANT VESSELS

160.013-1 Applicable specification and plan.

160.013-2 Type and size.

160.013-3 Materials, workmanship, and construction details.

160.013-4 Inspections and tests.

160.013-5 Marking.

160.013-6 Procedure for approval.

SUBPART 160.017—LADDERS, EMBARKATION-DEBARKATION (FLEXIBLE), FOR MERCHANT VESSELS

160.017-1 Applicable specifications and plans.

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160.017-3 Materials.

160.017-4 Construction.

160.017-5 Performance and workmanship requirements.

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160.017-7 Marking.

160.017-8 Procedure for approval.

SUBPART 160.018—LIFE RAFTS FOR MERCHANT VESSELS

160.018-1 Applicable specifications.

160.018-2 Types.

160.018-3 Construction; general.

160.018-4 Construction; Type A; cockpit type.

160.018-5 Construction; Type B; Catamaran type.

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160.018-9 Procedure for approval.

SUBPART 160.027—LIFE FLOATS FOR MERCHANT VESSELS

160.027-1 Applicable specifications and plans.

160.027-2 Type.

160.027-3 General requirements for life floats.

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160.027-7 Methods of sampling, inspection, and tests.

160.027-8 Nameplate and marking.

160.027-9 Procedure for approval.

SUBPART 160.031—LINE-THROWING APPLIANCE, SHOULDER GUN TYPE (AND EQUIPMENT), FOR MERCHANT VESSELS

160.031-1 Applicable specification.

160.031-2 Type and size.

160.031-3 Materials, construction, workmanship, and performance requirements.

160.031-4 Equipment for shoulder gun type line-throwing appliance.

Sec.

- 160.031-5 Inspections and tests.
160.031-6 Marking.
160.031-7 Procedure for approval.

SUBPART 160.038—MAGAZINE CHESTS, PORTABLE, FOR MERCHANT VESSELS

- 160.038-1 Applicable specifications.
160.038-2 Type.
160.038-3 Materials, workmanship, and construction.
160.038-4 Inspections and tests.
160.038-5 Marking.
160.038-6 Procedure for approval.

SUBPART 160.039—FLOATS, WOOD, FOR MERCHANT VESSELS

- 160.039-1 Applicable specification.
160.039-2 Types.
160.039-3 Materials.
160.039-4 Construction and workmanship.
160.039-5 Inspection.
160.039-6 Approval.

SUBPART 160.040—LINE-THROWING APPLIANCE, IMPULSE-PROJECTED ROCKET TYPE (AND EQUIPMENT), FOR MERCHANT VESSELS

- 160.040-1 Applicable specification.
160.040-2 Type and size.
160.040-3 Materials, construction, workmanship, and performance requirements.
160.040-4 Equipment for impulse-projected rocket type line-throwing appliance.
160.040-5 Inspections, sampling, and tests.
160.040-6 Marking and labeling.
160.040-7 Procedure for approval.

AUTHORITY: §§ 160.010-1 to 160.040-7 issued under R. S. 4405, 4417a, 4426, 4481, 4488, 4491, sec. 11, 35 Stat. 428, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 373, 391a, 396, 404, 474, 475, 481, 489, 1333, 50 U. S. C. 1275. Statutes applied are cited to text in parentheses.

SUBPART 160.010—BUOYANT APPARATUS FOR MERCHANT VESSELS

§ 160.010-1 *Applicable specifications.*

(a) The following specifications, of the issue in effect on the date buoyant apparatus is manufactured, form a part of this subpart:

(1) Coast Guard specification:

164.002—Balsa Wood.

(2) Navy Department specification:

39B5—Balsa (Ochroma).

(3) Federal specifications:

C-G-496—Glue; Resin Type (Liquid and Powder).

V-T-276—Thread, Cotton.

(b) Copies of the above specifications shall be kept on file by the manufacturer, together with the approved plans and certificate of approval.

§ 160.010-2 *Types*—(a) *General.* Buoyant apparatus is defined as meaning flotation equipment (other than lifeboats, life buoys, life preservers, and buoyant cushions) designed to support a specified number of persons in the water, and of such construction that it retains its shape and properties and requires no adjustment or preparation for use. The types of buoyant apparatus generally in use are the box-float type and the peripheral-body type defined in paragraphs (b) and (c) of this section. Alternate arrangements which will meet the performance requirements of this specification will be given special consideration.

(b) *Box-float type.* Box-float type is defined as buoyant apparatus having a box-like shape and deriving its buoyancy from balsa wood or other solid buoyant material or metal air compartments inclosed in a wood frame and sheathing.

(c) *Peripheral-body type.* Peripheral-body type is defined as buoyant apparatus having a continuous body formed in the shape of either an ellipse or rectangle, and having a circular, elliptical, or rectangular body cross section, and deriving its buoyancy from balsa wood or other solid buoyant material or metal air compartments.

§ 160.010-3 *General requirements for buoyant apparatus.* (a) Construction, materials, and workmanship shall provide a buoyant apparatus capable of passing the tests for strength, watertight integrity, buoyancy, airtightness of air compartments, if any, and stability, as described in § 160.010-7.

(b) Materials not covered by this specification shall be of good quality and in all respects suitable for the purpose intended.

(c) Buoyant apparatus shall be effective and stable, floating either side up.

(d) Buoyant apparatus shall be of such size and strength that it can be handled without the use of mechanical appliances, and its weight shall not exceed 400 pounds.

(e) The air compartments or buoyant material shall be placed as near as possible to the sides of the apparatus, and buoyancy shall not be dependent upon inflation.

(f) It shall have a life line of 3/4-inch diameter manila or sisal securely attached around the outside festooned in bights not longer than three feet with a seine float in each bight. Pendants shall be fitted approximately 18 inches apart. Pendants shall be 1/4-inch diameter manila or sisal, and shall be not less than 12 feet in length and secured in the middle. Pendants shall be made up in hanks, and the hanks shall be secured by not more than two turns of light twine. Peripheral-body type apparatus not fitted on the inside with a flush net or platform shall also be provided with a life line and pendants on the inside.

(g) Buoyant apparatus weighing 75 pounds or more shall be provided with a fitting or other arrangement for the attachment of a painter of a size not less than 2 inches in circumference.

(h) All edges and exposed corners shall be well rounded.

(i) Buoyant apparatus shall be of first class workmanship throughout.

§ 160.010-4 *Buoyant apparatus using balsa wood for buoyancy.* (a) Balsa wood shall comply with Coast Guard Specification 164.002 for Density A wood (8 1/2 to 12 pounds per cubic foot) or with Navy Department Specification 39B5.

(b) Glues used shall conform to the requirements of Federal Specification C-G-496, and the gluing methods employed, including spreading weight, clamping pressures, temperatures of glue and atmosphere where work is done, and curing time and temperature, shall be in accordance with the recommendations of the manufacturer of the glue.

(c) The balsa wood pieces composing each layer shall be as large as practicable in order to keep the number of pieces and the number of seams and butts to a minimum, but no layer shall be less than 2 inches in thickness. The pieces shall be so arranged in adjacent layers that butts and seams are staggered in order to give maximum rigidity to the whole and to minimize all channels through which water might penetrate. The grain of the wood shall be so laid as to give minimum end grain on the outside surface of the finished body. The use of small pieces for filling purposes in the interior of the body is prohibited. The use of small pieces for fairing purposes on the exterior of the body will be permitted: *Provided*, That the grain complies with the above requirement and that the pieces are thoroughly glued in place. All butted ends shall be square and smooth. All sides shall be smooth and straight. All butts and seams shall be tightly fitted. The use of wood dowels or skewers 1/4 inch in diameter and of a length as required to prevent slippage of balsa wood in adjacent layers when gluing will be permitted.

(d) Not less than 24 hours of the glue curing time shall elapse before shaping the balsa wood body. The rough body shall then be shaped down to its approximate final form. It shall be as smooth as practicable. If any gaps are found to exist in butts or seams, they shall be filled with balsa wood shims glued in.

(e) The balsa wood buoyant body, if to be used in a box-float type buoyant apparatus, shall be given a copious coating with a material found acceptable for this purpose. The body shall then be placed in the wood frame and solid wood sheathing shall be fitted to the frame and body so as to prevent movement of the body within the frame. The frame and sheathing shall be Sitka spruce, Northern pine, or equivalent. The frame and sheathing shall be smooth, and shall present no cutting edges, points, or splinters, and shall be finished with two coats of water-resisting spar varnish or protective paint. No plywood shall be used for the frame or sheathing.

NOTE: "Hydrotuf" furnished by Atlantic-Pacific Mfg. Corp., 124 Atlantic Ave., Brooklyn, N. Y.; "Synthetic Plasoform" furnished by Revertex Corp., of America, 3708 Northern Blvd., Long Island City, N. Y.; and "Balsa Wood Coating" furnished by Akron Paint and Varnish Co., Akron, Ohio; are coating materials which have been found acceptable. Other materials will be considered upon request.

(f) The balsa wood buoyant body, if to be used in a peripheral-body type buoyant apparatus, shall be covered with canvas of a strength and weight not less than No. 10. The canvas cover shall be set in and covered with a coating material found acceptable for this purpose. If the canvas cover is spirally wrapped on the body, each wrap shall overlap the preceding wrap by approximately half the width of the wrap. If stitching is required in making or applying the cover, it shall be a machine stitch not less than 5 stitches to the inch, or an overhand stitch with double threads, waxed, not less than 2 stitches to the inch. Thread shall have a strength not

less than No. 10/6 cotton thread complying with the requirements of Federal Specification V-T-276 for Type III-B (18 pounds). After drying, the body shall be given not less than one coat of protective paint.

(g) The intent of paragraphs (a) through (f) of this section is to produce a compact buoyant body without channels or openings through which water may penetrate the interior, and that shall not only be waterproof at its exterior surface without the aid of further covering but that each piece of which it is constructed shall be a unit which will localize within itself any absorption due to exterior damage. Every effort shall be directed to this result during construction.

§ 160.010-5 Buoyant apparatus using air compartments for buoyancy. (a) Air compartments shall be constructed of corrosion-resistant materials of sufficient thickness and strength so that the watertight integrity of the compartments will not be destroyed in the drop test for strength described in § 160.010-7 (e).

(b) All joints of air compartments shall be securely hook-jointed and soldered, riveted, or properly and securely welded by certified welders using approved electrodes or welding rods.

(c) Air compartments shall be not more than 3 feet in length and in no case shall there be fewer than 6 air compartments for buoyant apparatus of 25-person or more capacity, or fewer than 4 air compartments for buoyant apparatus of less than 25-person capacity. Each air compartment shall be fitted with a standard 1/4-inch pipe size test nipple and fitted with a hexagonal cap, both of corrosion-resistant materials, and be so located as to be readily accessible for testing purposes.

(d) Air compartments, if to be used in a box-float type buoyant apparatus, shall not be placed in contact with other metal work. The frame and sheathing holding the air compartments shall meet the requirements of § 160.010-4 (e).

§ 160.010-6 Capacity of buoyant apparatus—(a) General. The number of persons for which a buoyant apparatus is approved shall be the lowest number ascertained by the following methods:

(1) Final buoyancy of the apparatus after the watertight integrity test as described by § 160.010-7 (g) and (h), divided by 32. The above divisor shall be suitably increased where the apparatus is designed so that persons supported are only partially immersed or where facilities are provided for climbing on top of the apparatus.

(2) Number of feet in the outside perimeter of the apparatus. The inside edge of peripheral-body type apparatus (donut and similar shapes) shall not be considered in determining the capacity.

§ 160.010-7 Methods of sampling, inspections and tests—(a) General. The marine inspector shall be admitted to the place of manufacture and will familiarize himself with the various operations involved in the construction process and, from observation during manufacture, satisfy himself that buoyant apparatus

are made in general accordance with this subpart and of materials and parts conforming strictly with the plans and specifications submitted by the manufacturer and approved by the Commandant. The manufacturer shall provide a suitable place and the necessary apparatus for the use of the inspector in conducting such production check tests as are done at the place of manufacture. Specimens or samplings of materials entering into construction may be taken at random, either in the raw material state or during manufacture, by the inspector, and tests made for compliance with the applicable requirements.

(b) **Factory inspections of production lots.** Buoyant apparatus shall receive 100 percent surface inspection by the inspector before covering or before inserting the air compartments or buoyant material in the frame and sheathing, as the case may be, to determine compliance with the requirements of this subpart and conformance with the plans and specifications submitted by the manufacturer and approved by the Commandant. All air compartments shall be tested in accordance with paragraph (f) of this section. The inspector shall witness the entire construction of at least two buoyant apparatus from each lot produced.

(c) **Sampling of production lots.** A production lot shall consist of not more than 50 buoyant apparatus of the same design and capacity manufactured by one factory. For lots of at least 30 but not more than 50 buoyant apparatus, the sample shall consist of at least 2 representative complete specimen buoyant apparatus selected at random from the lot by the inspector. For lots of less than 30 buoyant apparatus, the sample shall consist of at least 1 representative complete specimen buoyant apparatus selected at random by the inspector.

(d) **Testing of sample buoyant apparatus from production lots.** Each sample buoyant apparatus selected for test from a production lot shall be subjected to the tests described in paragraphs (e) to (h), inclusive, of this section. The stability test, paragraph (i) of this section, ordinarily is not performed on samples from production lots, but may be done whenever question as to stability arises.

(e) **Strength test.** Drop or launch the complete sample buoyant apparatus into still water from a height of 60 feet. Test all air compartments, if any, in accordance with paragraph (f) of this section. There shall be no damage affecting the serviceability of the apparatus for the purpose intended.

(f) **Test for airtight integrity of air compartments.** Subject each air compartment to an air pressure of approximately one pound per square inch. Caps shall be removed from the test nipples of adjacent compartments, allowing them to vent to the atmosphere, during this test. There shall be no leakage or structural weakness evidenced.

(g) **Watertight integrity test.** Determine the initial buoyancy of the sample buoyant apparatus in accordance with paragraph (h) of this section. Submerge the buoyant apparatus for 24 hours at a depth of 10 feet or equivalent

water pressure. Determine the final buoyancy of the buoyant apparatus in accordance with paragraph (h) of this section. The final buoyancy shall be at least 32 pounds per person capacity of the buoyant apparatus, or 40 pounds per person capacity if the apparatus is designed so that persons supported are only partially immersed or if facilities are provided for climbing on top of the apparatus. The loss of buoyancy shall not exceed 5 percent of the initial buoyancy, except that the water absorption in the wood sheathing of the box-float type shall not be included in computing the 5 percent buoyancy loss.

(h) **Buoyancy test.** Load known weights on the sample buoyant apparatus until it is awash. The buoyancy shall be computed as equaling the downward gravitational force exerted by the weights loaded on the apparatus, whether the weights are submerged or not. A raised platform of known weight having two runners on edge spaced so as to bear on the apparatus may be used to support the weights out of water to avoid the necessity for making allowances for the displacement of submerged weights.

(i) **Stability test.** With the sample buoyant apparatus floating in water, a weight of 15 pounds of iron per foot of length shall be suspended in the water from the life lines along one edge. The same test shall be performed per foot of width. The minimum weight along any one edge shall be 60 pounds. The buoyant apparatus shall neither capsize nor become partially awash under either of these tests.

(j) **Lot acceptance or rejection.** The nameplates of buoyant apparatus accepted shall be marked with the inspector's initials, the date, and the letters, "U. S. C. G." Inability of a sample buoyant apparatus to pass the tests scheduled in paragraph (d) of this section shall be considered cause for rejection of the lot. A rejected lot may be reworked by the manufacturer to correct the kind of defect(s) found and be re-submitted for inspection and testing.

§ 160.010-8 Nameplate and marking. (a) A substantial corrosion-resistant nameplate shall be permanently attached to each buoyant apparatus on which is stamped the name of the manufacturer, symbol and/or serial number, approval number, dimensions, and number of persons capacity. Space shall be provided for the inspector's initials, the date, and the letters, "U. S. C. G."

§ 160.010-9 Procedure for approval. (a) Buoyant apparatus for use on merchant vessels are approved only by the Commandant, United States Coast Guard, Washington, D. C. Before any action is taken on any design of buoyant apparatus, detailed plans covering fully the arrangement and construction of the buoyant apparatus, material specifications, and description of construction methods shall be submitted to the Commandant through the Commander of the Coast Guard District in which the buoyant apparatus is built.

(b) If the drawings and specifications are satisfactory, the Commander of the Coast Guard District in which the buoy-

ant apparatus is to be built shall be notified in writing when fabrication is to commence. An inspector will be assigned to observe the construction in accordance with the plans and specifications, and upon completion will conduct the tests described by paragraphs (e) to (f), inclusive, of § 160.010-7.

(c) At the time that the tests are successfully completed, the manufacturer shall present to the inspector four copies of the plans and specifications, including any corrections, changes, or additions which may have been found necessary during construction or testing. If the manufacturer desires more than one set of approved plans, additional copies shall be submitted at that time.

(d) The marine inspector will file a report of the examinations and tests, together with the four copies of the corrected drawings and specifications, with the Commander of the Coast Guard District, who will transmit them to the Commandant to determine compliance with the requirements of this subpart and suitability of the buoyant apparatus for type or brand approval for use on merchant vessels.

SUBPART 160.013—HATCHETS (LIFEBOAT AND LIFE RAFT) FOR MERCHANT VESSELS

§ 160.013-1 *Applicable specification and plan*—(a) *Specification*. The following specification, of the issue in effect on the date hatchets are manufactured, forms a part of this subpart:

(1) Federal Specification GGG-H-131—Hatchets.

(b) *Plan*. The following plan, of the issue in effect on the date hatchets are manufactured, forms a part of this subpart:

(1) Dwg. No. 160.013-1 (b)—Hatchet (Lifeboat and Life Raft).

(c) *Copy on file*. A copy of the above specification shall be kept on file by the manufacturer, together with the approved plans and certificate of approval.

§ 160.013-2 *Type and size*—(a) *Type*. Hatchets specified by this subpart shall be Type A hatchets (axe pattern or hunter's hatchet) as described in Federal Specification GGG-H-131, but other hatchets equal in strength and construction will be given special consideration.

(b) *Size*. Hatchets specified by this subpart shall be of one size, and the dimensions shall be approximately in conformance with Drawing No. 160.013-1 (b).

§ 160.013-3 *Materials, workmanship, and construction details*—(a) *General*. All materials, workmanship, and construction details shall be in substantial compliance with the provisions of Federal Specification GGG-H-131, except as provided for in this subpart.

(b) *Handle*. A ½-inch diameter hole shall be bored in the hatchet handle in the approximate location shown on Dwg. No. 160.013-1 (b), and the edges of the hole on both sides of the handle shall be rounded off to remove rough edges.

(c) *Lanyard*. Hatchets specified by this subpart shall be provided with a lanyard of ¼-inch diameter, 3-strand rope-laid line not less than 6 feet in length.

Lanyards shall be cotton, jute, or other suitable material. The lanyard shall be attached to the hatchet by threading one end through the hole in the hatchet handle and securing the rope end by splicing or by a bowline or other suitable knot.

(d) *Sheath*. No sheaths are to be provided for hatchets specified by this subpart.

§ 160.013-4 *Inspections and tests*—

(a) *General*. Hatchets specified by this subpart are not inspected at regularly scheduled factory inspections; however, the Commander of the Coast Guard District in which hatchets are manufactured may detail an inspector at any time to visit places where hatchets are manufactured to check materials and construction methods and to conduct such tests and examinations as may be required to satisfy himself that hatchets are being manufactured in compliance with the requirements of this specification and are suitable for the intended purpose. The manufacturer shall admit the inspector to his plant and shall provide a suitable place and the necessary apparatus for the use of the inspector in conducting tests at the place of manufacture.

§ 160.013-5 *Marking*—(a) *General*. Hatchets specified by this subpart shall be stamped or otherwise permanently marked in a legible manner on the side of the head with the manufacturer's name or with a trade mark of such known character that the source of manufacture may be readily determined, and with the manufacturer's type or size designation.

§ 160.013-6 *Procedure for approval*—(a) *General*. Hatchets are approved only by the Commandant, United States Coast Guard, Washington 25, D. C. Correspondence relating to the subject matter of this specification shall be addressed to the Commander of the Coast Guard District in which the factory is located.

(b) *Pre-approval sample and plans*. Manufacturers who desire to manufacture approved hatchets shall submit to the Commander of the Coast Guard District in which the factory is located one sample hatchet, together with four copies of fully-dimensioned descriptive drawings showing all materials, finishes, etc., for the hatchet. The Commander of the Coast Guard District will forward the sample hatchet and the drawings to the Commandant to determine compliance with this subpart and suitability of the hatchet for type or brand approval for use in lifeboats and life rafts on merchant vessels.

SUBPART 160.017—LADDERS, EMBARKATION-DEBARKATION (FLEXIBLE), FOR MERCHANT VESSELS

§ 160.017-1 *Applicable specifications and plans*—(a) *Specifications*. The following specifications of the issue in effect on the date embarkation-debarkation ladders are manufactured, form a part of this subpart:

(1) Federal specifications:

QQ-A-327—Aluminum Alloy (Al-61), (Aluminum - Magnesium - Silicon); Plates, Sheets, and strips.

RR-C-271—Chain and attachments; Standard, Miscellaneous.
RR-R-571—Rope; Wire.
TT-W-573—Wood Preservative; Wolman-Salts (Tanalith).

(b) *Plan*. The following plan, of the issue in effect on the date embarkation-debarkation ladders are manufactured, forms a part of this subpart:

(1) Drawing No. 160.017-4 (a)—Flexible Embarkation-Debarkation Ladder.

(c) *Copies on file*. Copies of the above specifications and reference plan shall be kept on file by the manufacturer, together with the approved plans and certificate of approval.

§ 160.017-2 *Type*—(a) Ladders specified by this subpart shall be of one type with either flexible steel chains or flexible wire ropes for suspension members, with steps of double wooden rungs, and either steel, wooden, or aluminum spacer ears. Alternate arrangements will be given special consideration.

§ 160.017-3 *Materials*—(a) *Suspension members*—(1) *Flexible steel chain*. If chains are used, they shall be single loop, weldless, lock-link pattern chains, in accordance with the requirements of Federal Specification RR-C-271, Type B, Class I. The nominal diameter of the chain wire shall be not less than 0.192 inch, and the chain shall have a breaking strength of not less than 2,940 pounds. The chain shall be free from all protruding wire ends.

(2) *Flexible wire rope*. If wire rope is used, it shall be 6 x 12 fiber core, galvanized plow steel, or equal, in accordance with Federal Specification RR-R-571 for Type IX. The wire rope shall have a nominal diameter of ½ inch and a minimum breaking strength of 3,980 pounds.

(b) *Ears*. (1) Steel ears shall be made from sheet steel not lighter than No. 14 U. S. Standard Gage (0.0747 inch nominal thickness).

(2) Wooden ears shall be made from suitable hardwood, such as hickory, ash, oak, maple, or beech. The wood shall be dried to approximately 12 percent moisture content based on oven dry weight, and shall be straight grained and free from knots, checks, honeycomb, warp or other detrimental defects.

(3) Aluminum ears shall be made from aluminum alloy sheet in accordance with Federal Specification QQ-A-327, and the finished ears shall meet the requirements for Condition T. The aluminum alloy sheet shall be not lighter than No. 12 Brown and Sharpe Gage (0.0808 inch nominal thickness).

(c) *Rungs*. Rungs shall be made from the same material as specified in paragraph (b) (2) of this section for wooden ears.

(d) *Lashing rings*. Lashing rings shall be ¾-inch by 3-inch galvanized steel conforming to the requirements for Type H attachments of Federal Specification RR-C-271.

(e) *Clips*. Clips for ladders with steel and wooden ears shall be made of sheet steel not lighter than No. 14 U. S. Standard Gage (0.0747 inch nominal thickness). Clips for ladders with aluminum ears shall be made of the same material as the ears.

§ 160.017-4 Construction—(a) General. Flexible embarkation-debarkation ladders shall be of the type illustrated by Drawing No. 160.017-4 (a), consisting of two top lashing rings, two bottom lashing rings, two suspension members (chains or wire ropes), double wooden rung steps and attachments, and suitably shaped ears. Each suspension member shall be continuous from its attachment to the top lashing ring to its attachment to the bottom lashing ring. The distance between the top lashing rings and the first step and the distance between the last step and the bottom lashing rings, shall be approximately 24 inches. The spacing between the steps shall be uniform, and they shall be approximately 15¼ inches apart. When the ladder is suspended vertically, the two rungs of each step shall lie in the same horizontal plane, and steps shall be parallel to each other and perpendicular to the suspension members. Means shall be provided for a secure attachment between the suspension members and the step. Failure of any rung, step, or ear shall not change the alignment of the remaining steps. The ears shall be secured to the step to form a rigid unit so that under torque applied by the hands, the ears cannot be twisted from the step. Wood screws or screw attachments shall not be permitted. When the ladder is suspended vertically, a plane passed through the horizontal centerline of each step shall pass through the minor axis or the corresponding centerline of each ear. The clear passage width shall be not less than 17¼ inches and not more than 19 inches. Finished ladders shall be free from splinters, burrs, sharp corners, or projections which might be injurious to bare hands or feet.

(b) Ears. The ears shall be uniform in size and constructed of one piece, and be either elliptical or rectangular in shape. Wooden ears shall be not less than 1¼ inches in thickness. Rectangular ears shall be approximately 10 inches in length and not less than 5 inches nor more than 6 inches in width, with the corners rounded to a 1 inch radius. Elliptical ears shall have a major diameter of approximately 10 inches and a minor diameter of not less than 5 inches nor more than 6 inches. All surfaces of wooden ears shall be worked down to a smooth finish and all edges shall be suitably rounded. Metal ears shall have one or more stamped or formed ribs and the edges of the ears shall be turned or rolled similarly to that indicated on Drawing No. 160.017-4 (a), with the flange thus formed not less than ¾ inch in width. Ears shall be attached to chain suspension members by use of bolts or rivets and a clip arrangement as indicated on Drawing No. 160.017-4 (a), or by other suitable means. Where wire rope is used for the suspension members, the strands shall be parted and the bolt or rivet inserted between the strands to provide a secure attachment to the ear.

(c) Rungs. Each step shall consist of two wooden rungs secured in such a manner that the rungs will not turn within the attachment or on the at-

tached suspension member. The two rungs of each step shall be spaced a uniform distance apart, not less than 1½ inches nor more than 2½ inches. The rungs shall be rectangular in shape approximately 1½ inches in width and not less than 1 inch in thickness. All the edges of each rung shall be slightly rounded or chamfered as shown on Drawing No. 160.017-4 (a). The attachment of the rung steps shall be by one of the following methods:

(1) By channel shaped clips approximately 1½ inches in depth by 1¼ inches flange width by not less than 4½ inches nor more than 5½ inches in length attached to the rung, ears, and suspension members by bolts or rivets. (See Drawing No. 160.017-4 (a)).

(2) By a section of the ears (steel or aluminum ears only) stamped out to form a suitable channel clip to hold the rungs and attached to the rungs with bolts or rivets. (See Drawing No. 160.017-4 (a)).

(d) Lashing rings. A lashing ring shall be attached to the top of each chain suspension member by a reverse lock-link shackle made from chain of a size and strength not less than the suspension member, which is locked by a button head rivet not less than ½ inch diameter, and with suitable countersunk clinch ring so formed that when the rivet is peened over, the rivet and clinch ring shall form a rounded surface. A lashing ring shall be attached to the bottom of each chain suspension member by a ¼ inch diameter screw pin anchor shackle with the screw pin securely peened over. A suitable thimble or wear plate shall be fitted between the shackles and the lashing rings. A lashing ring shall be attached to the top and bottom of each wire rope suspension member by a thimble splice with the splice closely wrapped with serving wire so as to securely wedge the thimble in place and leave no projecting ends of wire.

(e) Peening of rivets and bolts. All bolts and rivets used in the construction of ladders shall be rounded and the ends securely peened over.

(f) Finishes—(1) Steel parts. All steel parts shall be treated to resist corrosion by galvanizing applied by the hot dip process after the parts have been formed.

(2) Wooden parts. All wooden parts, after finishing and drilling of all necessary holes, etc., shall be given two coats of wood preservative conforming to the requirements of Federal Specification TT-W-573, Type B.

§ 160.017-5 Performance and workmanship requirements—(a) Strength (steps). When the double rung step with its attachments is subjected to the test described in § 160.017-6 (b), the step shall not fail nor shall there be any cracking, any permanent set, or any other sign of weakness in the step or its attachments.

(b) Strength (ladder). When the assembled ladder is subjected to the tests described in § 160.017-6 (c), there shall be no flaking or peeling of the finish on the component parts, the flexibility of the suspension members shall not be im-

paired, nor shall there be any other sign of weakness or injury to the ladder.

(c) Workmanship. Embarkation-debarkation ladders specified by this subpart shall be of first class workmanship throughout and shall be free from defects materially affecting their appearance or serviceability.

§ 160.017-6 Inspections and tests—

(a) General. A marine inspector shall examine all ladders at the place of manufacture for compliance with this specification. Samples of materials entering into the construction may be taken at random by the inspector and tests made for compliance with the applicable requirements. After satisfying himself that the ladders have been manufactured according to this specification and the manufacturer's drawings and specifications as approved by the Commandant, he shall select indiscriminately from each lot of 50 or less one ladder to be tested as specified in paragraphs (b) and (c) of this section. If the specimen ladder passes the tests, the lot shall be acceptable. If the specimen ladder fails any of the tests, the lot shall be rejected. Rejected lots may, when permitted by the inspector, be reworked by the manufacturer to correct the defect causing rejection and be re-submitted for official inspection. A copy of the inspector's report of the test including the lot number and serial numbers of ladders passed and rejected shall be forwarded to the Commandant.

(b) Test for strength (steps). The assembled ladder shall be supported in such a manner that the test load shall act on both the step and its attachments. A total static load of 700 pounds shall be applied separately to each of six steps for a duration of approximately one minute per step. The load shall be uniformly distributed over approximately 4 inches of contact surface at the center of the step. After completion of the test, the step and its attachments shall be inspected for compliance with the requirements of § 160.017-5 (a).

(c) Test for strength (ladder). The assembled, rolled up ladder, of the full length as supplied to the purchaser, with lashing rings secured, shall be dropped freely so that it will fetch up on the secured end. With the ladder suspended full length vertically, a total static load of 2,000 pounds shall be applied to the lower end of the ladder in such manner as to be distributed equally between the two suspension members. The ladder shall then be inspected for compliance with the requirements of § 160.017-5 (b).

§ 160.017-7 Marking. (a) Each ladder shall be branded or otherwise permanently and legibly marked on the rungs or ears, at intervals of not more than 5 feet, with the name of the manufacturer, the manufacturer's type or brand designation, the serial number of the ladder, the lot number, and the Coast Guard Approval number.

§ 160.017-8 Procedure for approval. (a) Embarkation-debarkation ladders for use on merchant vessels are approved only by the Commandant, United States Coast Guard, Washington 25, D. C. Before any action is taken on any design

of embarkation-debarkation ladder, detailed plans covering fully the arrangement and construction of the ladder, material specifications, and a description of construction methods shall be submitted to the Commandant through the Commander of the Coast Guard District in which the ladder is built.

(b) If the drawings and specifications are found satisfactory, the Commander of the Coast Guard District in which the ladder is to be built shall be notified in writing when fabrication is to commence. An inspector will be assigned to observe the construction in accordance with the plans and specifications, and upon completion of a sample ladder at least 40 feet in length, he will conduct the tests described by § 160.017-6 (b) and (c).

(c) After the tests are successfully completed, the manufacturer shall present to the inspector four corrected copies of the plans and specifications, including any changes or additions which may have been found necessary during construction or testing. If the manufacturer desires more than one set of approved plans, additional copies shall be submitted at that time.

(d) The inspector will file a report of the examinations and tests, together with the four copies of the plans and specifications, with the Commander of the Coast Guard District, who will transmit them to the Commandant to determine compliance with the requirements of this subpart and suitability of the ladder for type or brand approval for use on merchant vessels.

SUBPART 160.018—LIFE RAFTS FOR MERCHANT VESSELS

§ 160.018-1 *Applicable specifications.* (a) There are no other specifications applicable to this subpart.

§ 160.018-2 *Types.* (a) Life rafts covered by this subpart shall be either of two types, Type A, cockpit type, or Type B, catamaran type as defined by paragraphs (b) and (c) of this section.

(b) Type A, cockpit type life rafts shall consist of side and end buoyancy chambers together with equipment and provision compartments, surrounding a watertight cockpit or well deck. Passengers are seated on the benches forming the top surfaces of the raft with their feet in the well deck space. Type A rafts are required in ocean and coastwise service and their use is optional for service on other waters.

(c) Type B, catamaran type life rafts shall consist of two longitudinal buoyancy chambers united by a suitable framework, the whole forming a flush deck raft with suitable hatches in the deck allowing entry into the provision and equipment compartments located between the buoyancy chambers. This type raft is for use in service other than ocean and coastwise.

§ 160.018-3 *Construction; general.* (a) The requirements of this subpart apply to all new construction. Life rafts approved and in use prior to these regulations may be continued in service if in satisfactory condition.

(b) The requirements of this subpart for type of construction, material, etc.,

shall be complied with unless other arrangements in matters of construction details, design, or strength, equivalent in safety and efficiency are approved by the Commandant.

(c) Life rafts may be either reversible or self-righting, but if a raft is reversible the equipment and provisions shall be accessible from either side. The stowage of equipment shall be such as to withstand any shock received in launching. Life rafts should be as light as possible without sacrifice in strength and of such design that they can be rowed. Provision shall be made so that the life raft can be boarded easily from the water by a swimmer. The strength of a life raft shall be sufficient to withstand satisfactorily the required strength tests as outlined in § 160.018-7. The buoyancy compartments should be placed as near as possible to the sides of the raft and the buoyancy shall not depend on air or gas chambers which require inflation, or on loose, granular or similar material. A minimum of 3 cubic feet of watertight air space or equivalent buoyancy shall be provided for each person to be carried.

(d) All ferrous metals shall be protected by hot dip galvanizing or by other acceptable means. All external parts shall be protected by two coats of a suitable marine paint. All seams and joints in plating, unless otherwise specified, shall be properly double riveted, or securely welded by certified welders using approved electrodes or welding rods. All edges and exposed corners should be well rounded and the outside of the raft shall be free from sharp protrusions. Surfaces shall be as smooth as possible and projecting bolt heads, lugs, etc., avoided.

§ 160.018-4 *Construction; Type A; cockpit type.* (a) Type A life raft shall be constructed in such manner as to keep the well deck as free as possible from water, and drainage shall be provided in the form of scuppers with suitable plugs on chains, in the cockpit corners. At least one square inch of scupper area shall be provided for each ten square feet of area inclosed within the bulwarks.

(b) Each life raft shall be fitted with bulwarks at least 4 inches high. The side bulwarks shall be spaced 8 feet no inches (8' 0") from outside to outside in order to facilitate launching from a standard life raft skid, or a suitable cradle may be used to adapt the raft to the standard life raft skid.

(c) All wood framing, wood decks, etc., where used, shall be secured with bolts and washers or other approved means.

(d) Side and end benches shall be at least 18 inches wide and thwarts, if fitted, shall be at least 7½ inches wide. All seats should be approximately 15 inches above the well deck for passenger comfort and so arranged as to prevent the collection of water. The edges of all seats shall be rounded to at least a ½-inch radius.

(e) Two grab rails or bars shall be fitted extending completely around the raft.

(f) Rowlocks and rowlock sockets for each deck shall be provided as follows: Two in each side bulwark and one in one of the end bulwarks.

(g) Lifting rings or shackles and attachments shall be provided as necessary. The strength of all lifting devices and attachments combined shall be sufficient to support four times the weight of the fully equipped raft.

(h) Stowage compartments shall be entered through the vertical side of the cockpit and each compartment shall be watertight with a closing device of sufficient size so that all items in the compartment may be easily reached. Metal used in the construction of buoyancy chambers or watertight equipment lockers shall be not less than 16 U. S. Standard gage. Such compartments shall be fitted with a ¼-inch standard pipe size testing nipple with hexagonal corrosion resistant cap so placed as to be accessible for testing purposes. Where air compartments of any description are used for buoyancy no one compartment shall be of greater capacity than 8 cubic feet, and a minimum of 10 compartments of approximately equal size shall be provided.

§ 160.018-5 *Construction; Type B; catamaran type.* (a) Type B life rafts shall be constructed with the longitudinal buoyancy chamber bound to the body of the raft by retaining bands and these retaining bands shall be made so that the buoyancy chambers may be detached for inspection, cleaning, and painting without disassembling the body of the raft. The buoyancy chamber on each side of the raft shall be divided into a minimum of 3 watertight compartments of approximately equal length. The longest length of any compartment shall be 3 feet. Each compartment shall be fitted with a ¼-inch pipe size testing nipple with hexagonal corrosion resistant cap so placed as to be accessible for testing purposes.

(b) Stowage compartments shall be entered from the top and bottom and each compartment shall be watertight with a closing device of suitable size so arranged that all items in the compartments may be easily reached. That portion of the raft deck over the stowage compartments may be hinged or sliding for access into the compartments.

(c) A ¾-inch manila life line shall be securely attached around the outside of the life raft, festooned in bights not longer than 3 feet with a seine float in each bight.

(d) Rowlocks and rowlock sockets for each deck shall be provided as follows: Two in each side bulwark and one in one of the end bulwarks.

(e) Lifting rings or shackles and attachments shall be provided as necessary. The strength of all lifting devices and attachments combined shall be sufficient to support four times the weight of the fully equipped raft.

§ 160.018-6 *Capacity.* (a) The number of persons for which a life raft may be rated is determined as noted in paragraphs (b), (c) or (d) of this section and the smallest number obtained is the number to be allowed.

(b) The number of persons to be permitted in a life raft shall not exceed the number obtained by dividing the deck area inclosed within the bulwarks, in

square feet, by four for Type A rafts, and by three for Type B rafts.

(c) The number of persons permitted in any life raft shall not exceed the number wearing life jackets that can be seated comfortably without interfering with the use of the oars. This number shall be determined by test as set forth in § 160.018-7 (f).

(d) The number of persons permitted in a Type A life raft shall not exceed the number for which seating space is provided as determined by superimposing figures with outline as shown in Figure 160.018-6 (d) made to scale, on a plan of the raft.

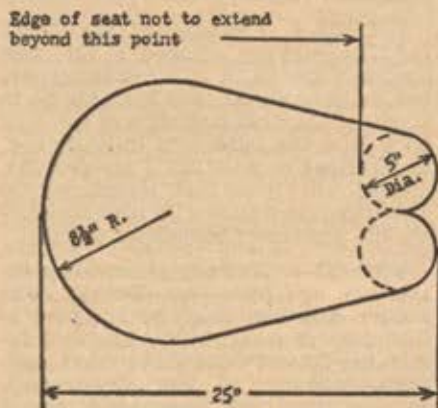


FIGURE 160.018-6 (d).

§ 160.018-7 *Inspection and testing*—
(a) *Inspection.* Life rafts shall be inspected during the course of construction to determine that the arrangement and the materials entering into the construction are in accordance with the approved plans and the workmanship is of good quality. All watertight compartments in each raft built shall be tested for tightness with an air pressure of approximately one pound per square inch. The caps shall be removed from adjacent compartments while the test pressure is applied. There shall be no evidence of leakage or structural weakness.

(b) *Tests.* Before approval is granted to any design of life raft the tests outlined in the following paragraphs in this section must be completed satisfactorily in the presence of an inspector. For calculations and test purposes, the weight of one person is assumed to be 165 pounds.

(c) *Drop test.* One test raft shall be dropped from the required test height into the water in each of three positions successively; endwise, sidewise, and flat. The required test height is 45 feet for Type A life rafts, and 25 feet for Type B life rafts. For this test, all equipment including provisions shall be on board the raft in their proper position. No substitutes will be permitted for the equipment in this test. Damage as a result of this test shall not be sufficient to render the raft or the equipment unserviceable. The air pressure test for watertight compartments in those rafts subjected to the drop test should be performed at this time.

(d) *Freeboard test.* A test raft with all equipment aboard including provisions shall be loaded with a weight equivalent to the full complement for which approval is desired, in such man-

ner as to be at designed trim. The freeboard test shall be conducted after the drop test and if solid buoyancy is used in lieu of air tanks, the raft shall be allowed to remain 48 hours in this condition before measurements are taken. The platform of Type B rafts shall be at least 6 inches above the water in loaded condition and the well deck of Type A rafts shall be at least 2½ inches above the water in loaded condition.

(e) *Stability test.* Immediately after the freeboard test, with the raft in the same condition of loading, add a weight of 330 pounds (equivalent to the weight of two men) just inside the bulwark at one side to test for transverse stability. Move this additional weight to one end to test for longitudinal stability. No part of the well deck of a Type A raft or the platform of a Type B raft shall be submerged by this test.

(f) *Seating test.* Place in the life raft the number of persons, wearing life preservers, for which approval is desired and row a sufficient distance to demonstrate that the raft is not overcrowded. At this time, it should be determined if the maneuverability of the raft is satisfactory.

(g) *Production check tests.* After approval is granted to a life raft design, each raft built shall be checked by a marine inspector as noted in paragraph (a) of this section. One raft in each group of not more than 15 shall be selected at random by the inspector and shall be dropped into the water in one of the three standard positions from a height of not less than 45 feet for Type A or 25 feet for Type B. A different position shall be used for each successive raft tested so that out of each lot of 45 rafts constructed all three positions will have been used once.

§ 160.018-8 *Marking.* (a) Each life raft shall have permanently attached a substantial corrosion resistant nameplate, on which is stamped the name of the manufacturer, the approval number, the dimensions of the raft, the type of raft, the manufacturer's symbol and/or serial number, the number of persons for which the raft is approved, together with the inspector's initials, the date, and the letters "U. S. C. G."

§ 160.018-9 *Procedure for approval.* (a) Before action is taken on any design of life raft, detailed plans covering fully the arrangement and construction of the life raft, material specifications, stowage arrangement and seating arrangement shall be submitted to the Commandant through the Commander of the Coast Guard District in which the life raft is built.

(b) If the drawings required by paragraph (a) of this section are satisfactory, the Commander of the Coast Guard District in which the raft is to be built shall be notified in writing by the manufacturer when the fabrication is to begin. An inspector will be assigned to supervise the construction in accordance with the plans and upon completion, conduct the tests required by § 160.018-7.

(c) At the time the tests are successfully completed, the manufacturer shall present to the inspector 4 copies of the plans noted in paragraph (a) of this sec-

tion, including any correction, changes or additions which may have been found necessary since the original submittal. If the manufacturer desires more than one set of plans on which Coast Guard approval is indicated, additional copies should be supplied at that time. A copy of the approved plans and certificate of approval shall be kept on file by the manufacturer.

(d) The marine inspector will file a report of the examinations and tests, together with the four copies of the corrected plans and specifications, with the Commander of the Coast Guard District who will transmit them to the Commandant for action concerning approval for use on merchant vessels.

SUBPART 160.027—LIFE FLOATS FOR MERCHANT VESSELS

§ 160.027-1 *Applicable specifications and plans*—(a) *Specifications.* The following specifications of the issue in effect on the date life floats are manufactured, form a part of this subpart:

- (1) Coast Guard specification:
164.002—Balsa Wood.
- (2) Joint Army-Navy specification:
JAN-F-241—Floats, Life, Balsa Wood.
- (3) Navy Department specification:
39B5—Balsa (Ochroma).
- (4) Federal specification:
C-G-496—Glue; Resin-Type (Liquid and Powder).

(b) *Plans.* The following plans of the issue in effect on the date life floats are manufactured form a part of this subpart.

- (1) Coast Guard drawing:
160.027-4—Rectangular Balsa Wood Life Float, With Platform, Net, and Rigging.
- (2) Navy Department, Bureau of Ships, drawings:
88200-860050—Balsa Wood Life Float, Solid, Rectangular, Platform, Net, and Rigging (25-person capacity), Sheet 1.
88200-860051—Balsa Wood Life Float, Solid, Rectangular, Platform, Net, and Rigging (10-, 15-, 40-, and 60-person capacity), Sheet 2.

(c) *Copies on file.* Copies of the above specifications and reference plans shall be kept on file by the manufacturer, together with the approved plans and certificate of approval.

§ 160.027-2 *Type.* (a) Life floats shall be of the peripheral buoyant body type with drop platform centrally located. Life floats which do not comply with all the construction provisions of this subpart, but which at least meet all the performance requirements, will be given special consideration.

§ 160.027-3 *General requirements for life floats.* (a) Life floats shall be properly constructed of suitable materials. They shall be reversible, i. e., effective and stable floating either side up. The cross section of the buoyant body may be circular, elliptical, or rectangular in shape, and if rectangular, the corners shall be rounded to a radius of at least 3 inches. The buoyancy of the life float may be derived from solid buoyant material or from air compartments. Buoy-

ancy shall not be dependent upon inflation.

(b) Construction, materials, and workmanship shall provide a life float, including body, platform, net, rigging, and straps, at least equivalent to the balsa wood life float specified by § 160.027-4; and all life floats shall be capable of passing the tests for strength, watertight integrity, buoyancy, airtightness of air compartments, if any, and stability, as described in § 160.027-7.

§ 160.027-4 *Balsa wood body life floats.* (a) Life floats having a balsa wood buoyant body shall be constructed as illustrated by Coast Guard Drawing 160.027-4; or, in cases where the dimensions of the body section are suitably increased to provide at least 40 pounds per person buoyancy, they may be constructed as illustrated by Navy Department, Bureau of Ships, Drawings S8200-860050 and S8200-860051 and in accordance with the provisions of Section E of Joint Army-Navy Specification JAN-F-241.

(b) Balsa wood shall comply with Coast Guard Specification 164.002 for Density A wood ($8\frac{1}{2}$ to 12 pounds per cubic foot) or with Navy Department Specification 39B5.

(c) Glues used shall conform to the requirements of Federal Specification C-G-496, and the gluing methods employed, including spreading weight, clamping pressures, temperatures of glue and atmosphere where work is done, and curing time and temperature, shall be in accordance with the recommendations of the manufacturer of the glue.

(d) The balsa wood pieces composing each layer shall be as large as practicable in order to keep the number of pieces and the number of seams and butts to a minimum, but no layer shall be less than 2 inches in thickness. The pieces shall be so arranged in adjacent layers that butts and seams are staggered in order to give maximum rigidity to the whole and to minimize all channels through which water might penetrate. The grain of the wood shall be so laid as to give minimum end grain on the outside surface of the finished body. The use of small pieces for filling purposes in the interior of the body is prohibited. The use of small pieces for fairing purposes on the exterior of the body will be permitted: *Provided*, That the grain complies with the above requirement and that the pieces are thoroughly glued in place. All butted ends shall be square and smooth. All sides shall be smooth and straight. All butts and seams shall be tightly fitted. The use of wood dowels or skewers $\frac{1}{4}$ -inch in diameter and of a length as required to prevent slippage of balsa wood in adjacent layers when gluing will be permitted.

(e) Not less than 24 hours of the glue curing time shall elapse before shaping the float body. The rough body shall then be shaped down to its approximate final form. It shall be as smooth as practicable. If any gaps are found to exist in butts or seams, they shall be filled with balsa wood shims glued in.

(f) The float body shall then be covered by a tightly wound strip of canvas

wrapped spirally around the body. Where splices are necessary, the overlap shall be at least three-quarters around the float body. The canvas shall be of a strength and weight not less than No. 10, about 8 inches in width, and each wrap shall overlap the previous wrap by about one-half the width of the strip. The canvas shall be set in and covered with a coating material found acceptable for this purpose. After drying, the float body shall then be given not less than one coat of protective paint.

NOTE: "Hydrotuf" furnished by Atlantic-Pacific Mfg. Corp., 124 Atlantic Ave., Brooklyn, N. Y.; "Synthetic Plasoileum" furnished by Revertex Corp. of America, 3708 Northern Blvd., Long Island City, N. Y.; and "Balsa Wood Coating" furnished by Akron Paint and Varnish Co., Akron, Ohio; are coating materials which have been found acceptable. Other materials will be considered on request.

(g) The intent of paragraphs (b) through (f) of this section, is to produce a compact structure without channels or openings through which water may penetrate the interior, and that it shall not only be waterproof at its exterior surface without the aid of further covering, but that each piece of which it is constructed shall be a unit which will localize within itself any absorption due to exterior damage. Every effort shall be directed to this result during construction.

(h) The platform, netting, rigging, and straps shall be in general accordance with Coast Guard Drawing 160.027-4, or with Bureau of Ships Drawings S8200-860050 and S8200-860051, as applicable. Care shall be taken that the platform and netting will readily pass through the life float when it is launched, regardless of which side of the life float strikes the water. All parts of the platform, including surfaces, edges, and rivets, shall be smooth and present no cutting edges, points, or splinters which may be dangerous to a barefoot person. The platform shall be finished with two coats of water-resisting spar varnish or protective paint. No plywood shall be used in the construction of any part of the platform. Suitable provision shall be made that the platform, under normal stowage conditions, will be retained in the center of the float and may readily be released from this position either on board ship or in the water.

(i) The life line around the float shall be festooned in bights not longer than 3 feet, with a seine float in each bight. Pendants shall be fitted approximately 18 inches apart. The straps holding the life line and pendants shall be 3-inch cotton webbing having a breaking strength of not less than 750 pounds for the 10- and 15-person sizes, and not less than 1,500 pounds for the 25-, 40-, and 60-person sizes.

§ 160.027-5 *Air compartment type life floats.* (a) Life floats having air compartments for buoyancy in the peripheral body shall have the shell of the body constructed of corrosion-resistant materials of sufficient thickness and strength so that the watertight integrity of the air compartments will not be

destroyed in the drop tests for strength described in § 160.027-7 (f).

(b) Metal joints forming air compartments shall be securely hook-jointed and soldered, riveted, or properly and securely welded by certified welders using approved electrodes or welding rods.

(c) Air compartments shall be not more than 3 feet in length and in no case shall there be fewer than 6 air compartments. Each air compartment shall be fitted with a standard one-quarter inch pipe size test nipple and fitted with a hexagonal cap, both of corrosion-resistant materials, and be so located as to be readily accessible for testing purposes.

§ 160.027-6 *Capacity of life floats.* (a) The capacity allowed a life float shall be either 10, 15, 25, 40, or 60 persons, but the capacity allowed shall not be in excess of the final buoyancy of the float body after the watertight integrity test, as described by § 160.027-7 (g) and (h), divided by 40, or that established by actual demonstration with persons wearing life preservers, whichever is least.

§ 160.027-7 *Methods of sampling, inspection, and tests—(a) General.* The marine inspector shall be admitted to the place of manufacture and will familiarize himself with the various operations involved in the construction process and, from observation during manufacture, satisfy himself that life floats are made in general accordance with this subpart and of materials and parts conforming strictly with the plans and specifications submitted by the manufacturer and approved by the Commandant. The manufacturer shall provide a suitable place and the necessary apparatus for the use of the inspector in conducting such production check tests as are done at the place of manufacture. Specimens or samplings of materials entering into construction may be taken at random, either in the raw material state or during manufacture, by the inspector, and tests made for compliance with the applicable requirements.

(b) *Factory inspections of production lots.* Life floats shall receive 100 percent surface inspection by the inspector before covering balsa wood body life floats or before painting air compartment type body life floats, as the case may be, to determine compliance with the requirements of this subpart and conformance with the plans and specifications submitted by the manufacturer and approved by the Commandant. All air compartments shall be tested in accordance with paragraph (f) of this section. The inspector shall witness the entire construction of at least two float bodies from each lot produced.

(c) *Sampling of production lots.* A production lot shall consist of not more than 300 life floats of the same design and capacity manufactured by one factory. For lots of at least 120 but not more than 300 life floats, the sample shall consist of 4 representative complete specimen life floats selected at random from the lot by the inspector. For lots of less than 120 life floats, the sample shall consist of at least one representative complete specimen life float from

each 30 life floats manufactured, selected at random by the inspector.

(d) *Testing of sample life floats from production lots.* Each sample life float selected for test from a production lot shall be subjected to the tests described in paragraphs (e) to (h), inclusive, of this section. The stability test, paragraph (i) of this section, ordinarily is not performed on samples from production lots, but may be done whenever question as to stability arises.

(e) *Strength test.* Drop or launch the complete sample life float into still water from a height of 60 feet twice, once flat and once endwise. Test all air compartments, if any, in accordance with paragraph (f) of this section. There shall be no damage to the body of the float, or other damage affecting the serviceability of the float for the purpose intended.

(f) *Test for airtight integrity of air compartments.* Subject each air compartment to an air pressure of approximately one pound per square inch. Caps shall be removed from the test nipples of adjacent compartments, allowing them to vent to the atmosphere, during this test. There shall be no leakage or structural weakness evidenced.

(g) *Watertight integrity test.* Determine the initial buoyancy of the sample float body only (platform, netting, and rigging removed) in accordance with paragraph (h) of this section. Submerge the float body for 24 hours at a depth of 10 feet or equivalent water pressure. Determine the final buoyancy of the float body in accordance with paragraph (h) of this section. The final buoyancy shall be at least 40 pounds per person capacity of the float, and the loss of buoyancy shall not exceed 5 percent of the initial buoyancy.

(h) *Buoyancy test.* Load known weights on the sample float body only (platform, netting, and rigging removed) until it is awash. The buoyancy shall be computed as equaling the downward gravitational force exerted by the weights loaded on the float, whether the weights are submerged or not. A raised platform of known weight having two runners on edge spaced so as to bear on the float body may be used to support the weights out of water to avoid the necessity for making allowances for the displacement of submerged weights. The life float body shall support at least 40 pounds per person capacity.

(i) *Stability test.* With the sample float body only (platform, netting, and rigging removed) floating in water, a weight of 15 pounds of iron per foot of length shall be suspended in the water from the life lines along the edge. The same test shall be performed per foot of width. The minimum weight along any one edge shall be 60 pounds. The life float body shall neither capsize nor become partially awash under either of these tests.

(j) *Lot acceptance or rejection.* The name plates of life floats accepted shall be marked with the inspector's initials, the date, and the letters, "U. S. C. G." Inability of a sample life float to pass the tests scheduled in paragraph (d) of this section shall be considered cause for rejection of the lot. A rejected lot may be re-worked by the manufacturer to cor-

rect the kind of defect(s) found and be re-submitted for inspection and testing.

§ 160.027-8 *Nameplate and marking.* (a) A substantial corrosion-resistant nameplate shall be permanently attached to each life float on which is stamped the name of the manufacturer, symbol and/or serial number, approval number, dimensions, number of persons capacity, and space shall be provided for the inspector's initials, the date, and the letters, "U. S. C. G."

§ 160.027-9 *Procedure for approval.* (a) Life floats for use on merchant vessels are approved only by the Commandant, United States Coast Guard, Washington, D. C. Before any action is taken on any design of life float, detailed plans covering fully the arrangement and construction of the life float, material specifications, and description of construction methods shall be submitted to the Commandant through the Commander of the Coast Guard District in which the life float is built.

(b) If the drawings and specifications are satisfactory, the Commander of the Coast Guard District in which the life float is to be built, shall be notified in writing when fabrication is to commence. An inspector will be assigned to observe the construction in accordance with the plans and specifications and upon completion will conduct the tests described by § 160.027-7 (e) to (i).

(c) At the time that the tests are successfully completed, the manufacturer shall present to the inspector four corrected copies of the plans and specifications, including any changes or additions which may have been found necessary during construction or testing. If the manufacturer desires more than one set of approved plans, additional copies shall be submitted at that time.

(d) The marine inspector will file a report of the examinations and tests, together with the four copies of the corrected drawings and specifications, with the Commander of the Coast Guard District who will transmit them to the Commandant to determine compliance with the requirements of this subpart and suitability of the life float for type or brand approval for use on merchant vessels.

SUBPART 160.031—LINE-THROWING APPLIANCE, SHOULDER GUN TYPE (AND EQUIPMENT), FOR MERCHANT VESSELS

§ 160.031-1 *Applicable specification.* (a) The following specification, of the issue in effect on the date shoulder gun type line-throwing appliances are manufactured, forms a part of this specification:

(1) Federal specification:

T-R-601-Rope; Manila.

(b) A copy of the above specification shall be kept on file by the manufacturer, together with the approved plans and certificate of approval.

§ 160.031-2 *Type and size.* (a) The shoulder gun type line-throwing appliance shall be breech-loading for the cartridge and muzzle-loading for the projectile, of not more than 0.50 caliber, chambered for blank rifle cartridges,

smooth bored, and properly stocked, with shot line canister attached in a position below the barrel.

§ 160.031-3 *Materials, construction, workmanship, and performance requirements.* (a) All materials used in the construction of shoulder gun type line-throwing appliances and equipment shall be of good quality, suitable for the purpose intended, and shall conform to the requirements of this specification. The choice of materials shall be such that resistance to corrosion by salt water or spray, shock, temperature change, and wear will be obtained. The use of dissimilar metals in combination shall be avoided wherever possible, but when such contacts are necessary, provision shall be made to prevent such deleterious effects as galvanic corrosion, freezing or buckling of moving parts, and loosening or tightening of joints due to differences in coefficients of thermal expansion.

(b) The design and construction shall be proper and substantial for effective and safe operation aboard ship.

(c) The workmanship shall be first class and free from any imperfections of manufacture affecting appearance or serviceability of the gun.

(d) The gun, when loaded and fired in accordance with the manufacturer's instructions, shall be capable of propelling through relatively still air, the service projectile with service line attached, for a distance of not less than 250 feet, with deviation from the target not to exceed 15 feet either side.

§ 160.031-4 *Equipment for shoulder gun type line-throwing appliance.* (a) Ten (10) service projectiles, each machined from steel or bronze, weighing about 8 ounces, and having a shank of sufficient length to project slightly beyond the muzzle, with an eye at the upper end for securing the service line.

(b) Four (4) service lines, each 400 feet in length, about $\frac{3}{8}$ inch in circumference, of woven or laid up cotton or flax, very flexible, and having a breaking strength of not less than 250 pounds. Each line shall be one continuous length without splice, knot, or other weakening features and shall be made up or coiled in such way as to render it ready at all times for immediate use. The end of the line intended to be attached to the projectile shall have securely attached thereto a substantial tag bearing a permanent legend indicating its purpose, and the other end of the line shall be tagged in the same manner to prevent delay in securing proper and immediate action with the equipment. The line shall be coiled or reeled in such manner that when all the line leaves the canister it automatically becomes unattached and free from the canister and the gun. The line canister shall be secured by clamps or brackets below the barrel of the gun.

(c) One (1) auxiliary line consisting of at least 500 feet of 3-inch circumference manila complying with Federal Specification T-R-601.

(d) Twenty-five (25) cartridges of the caliber and loading specified in the instructions furnished by the manufacturer of the gun. The cartridges shall be blank with waterproof paper wad.

(e) One (1) cleaning rod with brush.
 (f) One (1) can of oil suitable for cleaning the gun and preserving the finish of the metal parts.

(g) Twelve (12) wiping patches of a size suitable for cleaning the bore.

(h) One (1) set of instructions including a list of the equipment furnished with the gun, the proper caliber and loading of the cartridges to be used in firing the gun, information as to the proper maintenance of the gun and equipment, and directions for loading and firing in service use shall be permanently engraved in plastic and mounted conspicuously in the case or box required by paragraph (i) of this section.

(i) A suitable case or box, properly compartmented for stowage of the appliance and auxiliary equipment, is required for stowage on merchant vessels. The auxiliary line need not be stowed in the case.

§ 160.031-5 Inspections and tests—

(a) *General.* Each gun and its equipment shall be examined for compliance with this specification and with the drawings and specifications submitted by the manufacturer and approved by the Commandant. Specimens or samplings of any materials of the gun or its equipment may be taken by the inspector and tests made for compliance with the applicable requirements. The marine inspector shall be admitted to the place of manufacture and will familiarize himself with the production facilities and manufacturing process. The manufacturer shall provide a suitable place and the necessary apparatus for the use of the marine inspector in conducting tests done at the place of manufacture. Tests at commercial or government laboratories, when applicable, shall be at the expense of the manufacturer.

(b) *Firing tests.* Each shoulder gun type line-throwing appliance manufactured under a type or brand approval shall be tested by the manufacturer before packing and shipping by proof firing a service projectile without line attached, using the type of cartridge required by the instructions furnished with the gun, into an earthen bank or other resisting medium from a reasonable distance. After this strength firing test, the gun shall be fired twice using just the blank cartridges supplied. This test shall demonstrate that the gun is still in operating condition after the strength test. Each such gun shall be capable of meeting the performance requirements set forth in § 160.031-3 (d), and unscheduled tests for performance will be made by the marine inspector at the discretion of the Commander of the Coast Guard District in which the factory is located. Guns exhibiting fracture or damage after the tests shall be rejected. A record of the serial numbers of all guns tested and the results of the tests shall be maintained by the manufacturer and furnished to the Commander of the district on request. A report of the serial numbers of the guns tested in the presence of the marine inspector and the results of the tests shall be made by the inspector to the Commander of the district, and a copy furnished to the manufacturer.

§ 160.031-6 *Marking—*(a) *Gun.* The gun shall be permanently and legibly marked on the barrel with the manufacturer's model or type designation of the gun, his serial number for the gun, the official Coast Guard approval number, and the name of the manufacturer. The gun stock shall have recessed in it a brass or other corrosion-resistant plate showing legible maintenance instructions for the care of the gun and its parts to prevent corrosion. After the proof test, the gun barrel shall be marked with the letters "P. T." and the name or mark of the company, or if the test was conducted in the presence of the marine inspector then it shall be marked with "P. T.", the inspector's initials, and the letters "U. S. C. G."

(b) *Projectile.* Projectiles shall be permanently and legibly marked with the name of the manufacturer.

(c) *Line and container.* The end of a service line intended to be attached to the projectile shall have securely attached thereto a substantial tag bearing a permanent legend indicating its purpose, and the other end of the line shall be tagged in the same manner to prevent delay in securing proper and immediate action with the equipment. The container of new service lines shall bear the name of the manufacturer, date of manufacture, and a statement to the effect that in all respects the line meets the requirements of this subpart for service lines. Line canisters and reels shall bear the name of the manufacturer.

§ 160.031-7 Procedure for approval—

(a) *General.* Shoulder gun type line-throwing appliances for merchant vessels are approved only by the Commandant, United States Coast Guard, Washington, D. C. Correspondence pertaining to the subject matter of this specification shall be addressed to the Commander of the Coast Guard District in which the factory is located.

(b) *Manufacturer's plans and specifications.* In order to apply for approval of shoulder gun type line-throwing appliances, submit detailed plans and specifications, including a complete bill of materials, assembly drawing, and parts drawings descriptive of the arrangement and construction of the device, to the Commander of the Coast Guard District in which the factory is located. Each drawing shall have an identifying drawing number, date, and an identification of the device; and the general arrangement or assembly drawing shall include a list of all drawings applicable, together with drawing numbers and alteration numbers. The alterations shall be noted with the date of alteration or new drawing numbers and dates shall be assigned. The manufacturer will be advised whether or not the drawings and specifications appear satisfactory or what corrections are necessary, and then he may proceed with the construction of a pre-approval sample gun in accordance therewith. At the time of the tests of the pre-approval sample, the manufacturer shall furnish to the marine inspector four copies of all plans and specifications, corrected as may be required, for forwarding to the Commandant.

(c) *Pre-approval sample and tests.* A marine inspector will be detailed to the factory to observe the production facilities and manufacturing methods. The inspector will gage the bore of the gun and diameter of the projectiles. The pre-approval sample gun shall then be test fired in the presence of the inspector three rounds, at least one of which shall be with service line attached to the service projectile and shall meet the requirements of § 160.031-3 (d). After the strength firing tests, the gun shall be fired twice using just the blank cartridges supplied. This test shall demonstrate that the gun is still in operating condition after the strength tests. The marine inspector will file a report of the examinations and tests, together with the four corrected copies of the drawings and specifications, with the Commander of the Coast Guard District who will transmit them to the Commandant to determine compliance with the requirements of this subpart and suitability of the appliance and equipment for type or brand approval for use on merchant vessels.

SUBPART 160.038—MAGAZINE CHESTS, PORTABLE, FOR MERCHANT VESSELS

§ 160.038-1 Applicable specifications.

(a) There are no other specifications applicable to this subpart.

§ 160.038-2 *Type.* (a) Portable magazine chests shall be of a type suitable for stowage of pyrotechnic distress signals, rockets, or powder for line-throwing guns, and shall be of a size not less than 6 nor more than 40 cubic feet capacity. Alternate types of construction to that specified below will be given special consideration. (Sec. 2, 54 Stat. 1028, 46 U. S. C. 463a)

§ 160.038-3 *Materials, workmanship, and construction.* (a) Portable magazine chests shall be constructed of metal and lined with wood.

(b) The lining shall be so fitted and finished as to form a smooth surface within the interior of the chest. Fastenings shall be recessed below the surface to avoid projections within the interior. Construction shall be such as to separate all containers of explosives or pyrotechnics from contact with metal surfaces.

(c) The metal shall be $\frac{1}{4}$ inch thick and free from crimps, buckles, and rough edges. All metal surfaces shall be wire brushed and all oil, grease, rust, loose scale, and other extraneous matter, removed before application of any primer. All surfaces of the metal chest and fittings shall be given a heavy coat of quick drying red lead, zinc chromate, or other suitable primer before painting. The finish shall consist of two coats of paint. The interior shall be lined with wood sheathing of a minimum thickness of $\frac{3}{4}$ inch. Securing means shall be countersunk below the surface of the sheathing. Securing means for the cover and 4 lashing rings shall be provided. The lashing rings shall be 3" I. D. x $\frac{3}{8}$ " wire permanently attached to the magazine chest. Two runners, not less than 2 inches high shall be permanently attached to the bottom of the chest. (Sec. 2, 54 Stat. 1028, 46 U. S. C. 463a)

§ 160.038-4 *Inspections and tests.* (a) Portable magazine chests specified by this subpart are not ordinarily subject to regularly scheduled factory inspections.

§ 160.038-5 *Marking.* (a) Portable magazine chests used for the storage of pyrotechnic signals, rockets, and powder for line-throwing guns shall be marked, in letters at least 3 inches high, with the following legend: "Portable Magazine Chest," "Inflammable—Keep Lights and Fire Away."

§ 160.038-6 *Procedure for approval.* (a) Portable magazine chests are not subject to formal approval, but will be accepted by the inspector on the basis of this subpart at annual inspections and reinspections of vessels.

SUBPART 160.039—FLOATS, WOOD, FOR MERCHANT VESSELS

§ 160.039-1 *Applicable specification.* (a) The following specification, of the issue in effect on the date wood floats are manufactured, forms a part of this subpart:

(1) Coast Guard specification: 164.002—Balsa wood.

(b) A copy of the above specification shall be kept on file by the manufacturer.

§ 160.039-2 *Types.* (a) Wood floats specified by this subpart shall be of the following types:

Type A—Balsa wood floats.

Type B—Floats constructed of wood other than balsa wood.

§ 160.039-3 *Materials.*—(a) *Wood.* (1) Type A floats shall be made from balsa wood complying with the requirements of Coast Guard Specification 164.002 for either density A or B wood.

(2) Type B floats shall be made from wood having an average density of not more than 30 pounds per cubic foot, and it shall be good quality, straight-grained wood, free from checks or other imperfections that may reduce its strength or serviceability. Secure, tight knots less than 1½ inches in diameter will not be considered a defect, provided there is not more than one such knot in each lineal foot of the float, and the knots do not run across the wood.

(b) *Glue.* Glue, if used, shall be a waterproof resin type.

(c) *Dowels.* Dowel pins or skewers, if used, shall be dry, clear, straight-grained hardwood, ¾ inch in diameter, and of such length as to extend through the width of the float.

§ 160.039-4 *Construction and workmanship.*—(a) *General.* Wood floats shall be made rectangular in shape with the following dimensions: Type A (balsa wood floats) shall be not less than 3 feet in length by 11½ inches in width by 2 inches in thickness, and may be made in either one, two, or three pieces; Type B (floats constructed of wood other than balsa wood) shall be not less than 4 feet in length by 11½ inches in width by 1¾ inches in thickness, and may be made in either one or two pieces. If floats are constructed in more than one piece, the pieces shall be neatly fitted and securely pressure glued together, and the float reinforced with not less than four dowels

or skewers tightly driven through the entire width of the float. One dowel shall be located approximately 6 inches from each end of the float, with the other two properly spaced between. Each float shall be provided with two hand holes approximately 6 inches in length by 2 inches in width, one on each side, midway of the length. The outside edges of the hand holes shall be located at least 1 inch, but not more than 2 inches, from the edges of the float. All exposed edges and corners of the float shall be well rounded or beveled, and all surfaces shall be smooth and free from splinters or other projections. The finished float shall weigh not more than 20 pounds, and shall be in all respects a good and substantial float. (R. S. 4482, as amended, 46 U. S. C. 475)

(b) *Water-resistant finish for Type A floats.* All Type A (balsa wood) floats shall be given a copious coating of waterproof glue or other substance suitable for rendering balsa wood water resistant.

(c) *Finish for Type B floats.* All Type B (floats constructed of wood other than balsa wood) floats shall be given a copious coating of good quality wood preservative, and after drying, shall be given at least two coats of good quality paint or varnish.

(d) *Workmanship.* Wood floats shall be of first class workmanship throughout.

§ 160.039-5 *Inspection.*—(a) *General.* Wood floats covered by this specification are not subject to inspection at the place of manufacture, but are inspected during the annual or other inspection of the vessel upon which they are placed. When such floats are found to be in accordance with the requirements of this specification, the inspector shall plainly stamp them in waterproof ink with the words, "Passed", his initials, the port, and the date.

§ 160.039-6 *Approval.*—(a) *General.* Wood floats covered by this specification are not granted formal approval by the Commandant, but this specification should be adhered to by manufacturers in order to produce acceptable floats. Any correspondence pertaining to the subject matter of this specification should be addressed to the Commander of the Coast Guard District in which the factory is located.

SUBPART 160.040—LINE-THROWING APPLIANCE, IMPULSE-PROJECTED ROCKET TYPE (AND EQUIPMENT), FOR MERCHANT VESSELS

§ 160.040-1 *Applicable specification.* (a) The following specification of the issue in effect on the date impulse-projected rocket type line-throwing appliances are manufactured forms a part of this specification:

(1) Federal specification:

T-R-601—Rope; Manila.

(b) A copy of the above specification shall be kept on file by the manufacturer, together with the approved plans and certificate of approval.

§ 160.040-2 *Type and size.* (a) Impulse-projected rocket type line-throw-

ing appliances specified by this subpart shall be of a type consisting essentially of a pistol, gun, or launcher, fitted with a flash plate, which can be hand-held and hand-directed, or suitably supported and hand-directed.

(b) Impulse-projected rocket type line-throwing appliances shall weigh (complete with one rocket, bridle, and leader) not to exceed 35 pounds and shall be of a size easily manageable by one man.

(c) Alternate arrangements which meet the performance requirements of this subpart will be given special consideration.

§ 160.040-3 *Materials, construction, workmanship, and performance requirements.*—(a) *Materials.* All materials used in the construction of impulse-projected rocket type line-throwing appliances and equipment shall be of good quality, suitable for the purpose intended, and shall conform to this subpart and to the specifications submitted by the manufacturer and approved by the Commandant. The choice of materials, when there is no specific requirement, shall be such that maximum safety to operating personnel will be maintained, and that resistance to corrosion by salt water or spray, shock, temperature change, and wear will be obtained. The use of dissimilar materials in combination shall be avoided wherever possible, but when such contacts are necessary, provision shall be made to prevent such deleterious effects as galvanic corrosion, freezing or buckling of moving parts, and loosening or tightening of joints due to differences in coefficients of thermal expansion.

(b) *Construction.* The design and construction shall be such as to obtain effective and safe operation aboard vessels at sea.

(c) *Workmanship.* Impulse-projected rocket type line-throwing appliances shall be of first class workmanship and shall be free from imperfections of manufacture affecting their appearance or that may affect their serviceability.

(d) *Performance.* When the rocket is fired from the appliance in accordance with the manufacturer's instructions, it shall be capable of passing the tests specified by § 160.040-5 (c).

§ 160.040-4 *Equipment for impulse-projected rocket type line-throwing appliance.* (a) Four (4) rocket projectiles, each complete with bridle and leader of fire-resistant materials. Two of the projectiles shall be of the buoyant type.

(b) Not less than 4 primer-ejector cartridges which fit the chamber of the pistol, gun, or launcher.

(c) Four (4) service lines, each ½-inch to ¾-inch diameter, with not less than 500 pounds breaking strength, and not less than 1,000 feet in one continuous length without splice, knot, or other retarding or weakening features. The line shall be either a 3-strand soft laid, good quality flax, or manila complying with Federal Specification T-R-601. The end of the line intended to be attached to the projectile shall have securely attached thereto a substantial tag bearing a permanent legend indicating its purpose, and the other end of the

line shall be tagged in the same manner to prevent delay in securing proper and immediate action with the equipment. Each line shall be coiled, faked, or reeled in its own faking box or reel in such manner that when all the line leaves the container it shall automatically become unattached and free from the container. The faking box or reel shall be of such size as to accommodate the size and type of line used. The complete faking box consists of three essential parts, i. e., box, frame with faking pins, and bottom board. The box has four sides and a top substantially joined together, and utilizes the frame with bottom board to form its bottom. The frame is made of battens, laid flat, and securely joined to form a hollow rectangle, the outside border of which is slightly larger than the box. The faking pins are permanently mounted vertically into the frame to form a row of pins paralleling each side of the frame. The bottom board is slightly smaller than the inside of the box and is perforated with holes to allow the faking pins to project through when the board is seated on the frame. The frame is held to the box by hasps or hooks. After the line has been faked, the faking box is prepared for use by inverting it and releasing the hasps holding the frame to the box. The frame is then carefully lifted to withdraw the faking pins while the bottom board is held down to keep the line in place. After removal of the bottom board, one end of the line is made fast to the projectile and the other end made fast to the ship. The reel type container shall consist of a reel upon which the line may be readily coiled and a canister or container into which the line may be placed which will afford a fair lead through which the line may pay out. The reel must be so designed as to permit easy withdrawal after the line has been coiled. Containers of new lines shall bear the name of the manufacturer, date of manufacture, and a statement to the effect that in all respects the line meets the requirements of this specification.

(d) One (1) auxiliary line consisting of not less than 1,500 feet continuous length of 3-inch nominal circumference manila complying with Federal Specification T-R-601.

(e) One (1) cleaning rod with wire brush of non-ferrous metal, prongs arranged in a spiral, of sufficient rigidity and size to clean the bore.

(f) One (1) can of oil suitable for cleaning and preserving the appliance.

(g) Twelve (12) flannel wiping patches of sufficient size to cover the brush and suitable for wiping the bore clean.

(h) One (1) set of instructions, including a list of the equipment furnished with the appliance, information as to the proper maintenance of the appliance and equipment, and directions for loading and firing the appliance in service use shall be permanently engraved in plastic and mounted conspicuously in the case or box required by paragraph (i) of this section.

(i) A suitable case or box, properly compartmented for stowage of the appliance and auxiliary equipment, is required

for stowage on merchant vessels. The service line and auxiliary line need not be stowed in the case.

§ 160.040-5 *Inspections, sampling, and tests*—(a) *General*. Each appliance and equipment shall be examined for compliance with this specification and with the drawings and specifications submitted by the manufacturer and approved by the Commandant. Specimens or samplings of any materials of the appliance or its equipment may be taken by the inspector and tests made for compliance with the applicable requirements. The marine inspector shall be admitted to the place of manufacture and will familiarize himself with the production facilities and manufacturing process. The manufacturer shall provide a suitable place and the necessary apparatus for the use of the inspector in conducting tests done at the place of manufacture. Tests at commercial or government laboratories, when applicable, shall be at the expense of the manufacturer.

(b) *Chamber, bore, projectiles*. The chamber and bore of the appliance and the diameter of the rocket projectiles furnished, shall be gaged to determine compliance with the applicable requirements of this subpart.

(c) *Firing tests*. Each appliance shall be tested in the presence of the marine inspector by firing three rounds. The marine inspector will select at random one appliance from each 50 of the same model manufactured, for distance and deviation test. For this appliance at least one of the three rounds fired shall be a service rocket projectile with service line attached. The line shall be carried, under conditions of reasonably still atmosphere, a minimum of 750 feet, with a maximum deviation from the target line of 50 feet on either side without breaking or fouling the line. The remaining test rounds for the 50 appliances may be dummy projectiles, of the same size and weight as the service rocket projectile, expelled by the regular primer-ejector cartridges into an earthen bank or other resisting medium from a reasonable distance. After the firing tests have been completed each appliance shall be fired twice, using the blank primer-ejector cartridges only, for the purpose of demonstrating that the appliance is still in operating condition. The entire assembly of the appliance shall be examined by the marine inspector, and any signs of fracture or damage shall be cause for rejection.

(d) *Inspector's acceptance of appliance and equipment and filing report*. When the marine inspector has satisfied himself that the appliance and equipment are of a type officially approved in the name of the manufacturer and meet the requirements set forth in this subpart and in the plans and specifications submitted by the manufacturer as approved by the Commandant, the barrel of the pistol shall be marked with the initials of the inspector followed by the letters "U. S. C. G." and the inspector shall file a report of the examinations and tests made and the results thereof with the Commander of the Coast Guard District wherein the tests were made, and the Commander of such district shall

furnish the manufacturer a copy of the report.

§ 160.040-6 *Marking and labeling*.

(a) The appliance shall be permanently and legibly marked by die-stamping or raised letters with the model designation of the appliance, the manufacturer's serial number for the appliance, the official Coast Guard approval number, and the name of the manufacturer. The rocket-projectiles shall be legibly marked with the name of the manufacturer, the model designation, the official Coast Guard approval number, and month and year manufactured. Primer-ejector cartridges shall be permanently and legibly marked with the name of the manufacturer, and the model designation, the official Coast Guard approval number, and the month and year manufactured.

(b) The containers of new service lines shall bear the name of the manufacturer, date of manufacture, and a statement to the effect that in all respects the line meets the requirements of this subpart for service lines. Line faking boxes and reels shall bear the name of the manufacturer.

§ 160.040-7 *Procedure for approval*—

(a) *General*. Impulse-projected rocket type line-throwing appliances for merchant vessels are approved only by the Commandant, United States Coast Guard, Washington, D. C. Correspondence pertaining to the subject matter of this specification shall be addressed to the Commander of the Coast Guard District in which the factory is located.

(b) *Manufacturer's plans and specifications*. In order to apply for approval of impulse-projected rocket type line-throwing appliances, submit detailed plans and specifications, including a complete bill of materials, assembly drawing, and parts drawings descriptive of the arrangement and construction of the device, to the Commander of the Coast Guard District in which the factory is located. Each drawing shall have an identifying drawing number, date, and an identification of the device; and the general arrangement or assembly drawing shall include a list of all drawings applicable, together with drawing numbers and alteration numbers. The alterations shall be noted with the date of alteration, or new drawing numbers and dates shall be assigned. The manufacturer will be advised whether or not the drawings and specifications appear satisfactory or what corrections appear necessary, and then he may proceed with the construction of a pre-approval sample in accordance therewith. At the time of the tests of the pre-approval sample, the manufacturer shall furnish to the marine inspector four copies of all plans and specifications, corrected as may be required, for forwarding to the Commandant.

(c) *Pre-approval sample and tests*. A marine inspector will be detailed to the factory to observe the production facilities and manufacturing methods. The inspector will gage the bore of the appliance and the diameter of the projectiles. The pre-approval sample appliance shall then be test fired in the presence of the inspector in accordance with § 160.040-5 (c) three rounds with

service lines attached to the regular service rocket projectiles. The buoyant type projectiles shall be tested to determine that they will support their own weight in fresh water. The marine inspector will file a report of the examinations and tests, together with the four corrected copies of the drawings and specifications, with the Commander of the Coast Guard District who will transmit them to the Commandant to determine compliance with the requirements of this subpart and suitability of the appliance for type or brand approval for use on merchant vessels.

PART 161—ELECTRICAL EQUIPMENT

Subchapter Q is amended by adding a new Part 161 reading as follows:

SUBPART 161.001—LIGHTS (WATER): ELECTRIC, FLOATING, AUTOMATIC (WITH BRACKET FOR MOUNTING), FOR MERCHANT VESSELS

Sec.

- 161.001-1 Applicable specifications.
- 161.001-2 Type, grade, and size.
- 161.001-3 Materials and workmanship.
- 161.001-4 Construction and performance.
- 161.001-5 Inspection and methods of test.
- 161.001-6 Marking.
- 161.001-7 Procedure for approval.

SUBPART 161.006—SEARCHLIGHTS, MOTOR LIVERBOAT, FOR MERCHANT VESSELS

- 161.006-1 Applicable specifications and plans.
- 161.006-2 Type.
- 161.006-3 Materials and workmanship.
- 161.006-4 Requirements.
- 161.006-5 Sampling, inspections and tests.
- 161.006-6 Procedure for approval.

SUBPART 161.008—FLASHLIGHTS, ELECTRIC, HAND, FOR MERCHANT VESSELS

- 161.008-1 Applicable specifications.
- 161.008-2 Types and sizes.
- 161.008-3 Materials and workmanship.
- 161.008-4 General requirements.
- 161.008-5 Detail requirements.
- 161.008-6 Inspection and methods of test.
- 161.008-7 Marking.
- 161.008-8 Procedure for approval.

AUTHORITY: §§ 161.001-1 to 161.008-8 issued under R. S. 4405, 4417a, 4426, 4488, 4491, 49 Stat. 1544, 54 Stat. 346, and sec. 5 (e), 55 Stat. 244, as amended; 46 U. S. C. 367, 375, 391a, 404, 481, 489, 1333, 50 U. S. C. 1275.

SUBPART 161.001—LIGHTS (WATER): ELECTRIC, FLOATING, AUTOMATIC (WITH BRACKET FOR MOUNTING), FOR MERCHANT VESSELS

§ 161.001-1 Applicable specifications.

(a) The following specifications, of the issue in effect on the date the electric water lights are manufactured, shall form a part of this specification:

(1) Federal specifications:

L-P-406—Plastics, Organic; General Specification (Test Methods).
VV-G-671—Grease; Lubricating, Graphite.

(2) Navy Department specifications:

33G7—Gaskets, Oil Resisting (Sheet, Strip, and Molded).
17P8 (INT)—Plastic Materials, Rigid Thermoplastic.
52P46—Paint, No. 17, Outside, Ocean-gray.

(3) Joint Army-Navy specifications:

JAN-B-18—Batteries, Dry.
JAN-P-79—Plastic Materials, Laminated Thermosetting; Rods and Tubes.

(4) Army-Navy Aeronautical specification and drawing:

Specification AN-P-47 Plugs; Dehydrator.
Drawing AN 4061-1 Plug; Engine Cylinder Dehydrator (18 MM Thd).

(5) United States Maritime Commission specification:

52MC-5—Paint; Gray, Low Visibility (Alkyd), Egg Shell.

(b) Copies of the above specifications shall be kept on file by the manufacturer, together with the approved plans and the certificate of approval.

§ 161.001-2 Type, grade, and size.

(a) Water lights, designated as light or lights, shall be of one type, grade, and size as described in this subpart.

§ 161.001-3 Materials and workmanship—(a) Materials. All materials used shall be of a first class quality suitable for the purpose intended, and shall conform to the requirements of this specification.

(1) All metal parts of the light, including bracket, shall be made from corrosion-resistant materials. When used in this specification, the terms corrosion-resistant material or corrosion-resistant metal shall mean material which, when subjected to the test described in § 161.001-5 (b) (10), shows no evidence of corrosion or corrosive action, such evidence to be in excess of six spots per square foot of area or any spot measuring larger than $\frac{1}{16}$ inch in any direction.

(2) All plastic materials shall be fully cured and essentially free from volatile plasticizers or fillers. Thermosetting plastics shall be used whenever practicable for parts under constant stress. Thermoplastic materials, whenever used, shall be of a formulation that has high resistance to cold flow, shrinkage, and warpage or discoloration due to heat and sunlight. The use of any plastic that has a burning rate of more than 1.5 inches per minute shall not be employed.

(3) All current-carrying parts shall comply with the requirements of § 161.001-4 (l), (k), (i), and (m).

(4) The choice of material used when none is specified or where a choice is permitted shall be such that maximum resistance to corrosion, shock, and temperature change will be insured. The use of dissimilar materials in combination shall, in general, be avoided, but when such contacts are necessary, means shall be taken to prevent such deleterious effects as galvanic corrosion, freezing or buckling of parts, and loosening or tightening of joints due to differences in coefficients of thermal expansion or shrinkage.

(b) Workmanship. Workmanship shall be first class in all respects. Lights shall be free from mechanical, electrical, or other imperfections or defects which materially affect appearances or which may affect serviceability.

(1) All electrical connections, except those intended to be removable, shall be mechanically secured and soldered and shall not depend upon solder alone for mechanical strength. Where electrical connections are in close proximity, each shall be electrically insulated.

§ 161.001-4 Construction and performance—(a) General. The light shall

be a self-contained unit suitable for use as a floating illuminated marker. It shall be capable of being stowed in an inverted position, in which position it shall be self extinguishing. When in water, it shall float in a vertically upright position and become illuminated automatically. When floating vertically in sea water (or other liquid of equal specific gravity) and tested in accordance with § 161.001-5 (b) (3), the center of the lamp (bulb) shall be not less than 6 inches above the surface of the liquid. In all points not specifically covered by this specification, the light shall be equal to the approved model.

(b) Construction. The light shall be new and shall consist essentially of a case, lens and bezel ring, gasket, switch, lamp assembly, dehydrator plug assembly, spare lamp, cell, pull ring, and necessary springs, wires, and mounting bracket. The light shall be watertight and vaporproof, and shall successfully comply with the requirements specified herein.

(c) Size. The light shall be cylindrical in shape with an inside diameter of approximately 3 inches, and the outside diameter shall be $3\frac{3}{4}$ ($\pm \frac{1}{32}$) inches. The light ready for operation, but without bracket, shall weigh not over 7 pounds.

(d) Case. The case shall be made of a thermosetting plastic or other corrosion-resistant material as specified in this subpart. The case shall be constructed to receive one standard Army type BA-23 cell as specified in paragraph (h) of this section, a switch, a dehydrator plug, and one spare lamp. The upper end shall have not less than six threads of sixteen threads per inch gage. The ledge at the open end shall have a radial surface at least $\frac{1}{8}$ inch wide to receive the gasket. The design shall be such that the only opening to the case is at the top end above the water line, and it shall permit the ready removal of the cell, dehydrator plug, switch, lamp assembly, and spare lamp. The case shall be provided with one ring of corrosion-resistant metal for lanyard attachment, approximately 1 inch in diameter, attached securely but not rigidly to the case by means of a band of metal similar to that of the ring, at a position of approximately 2 inches below the center of gravity of the light when the light is in its floating position. With the light supported at the bracket clip positions, the ring shall be capable of withstanding a pull of 120 pounds applied perpendicularly to the longitudinal axis of the light, without separating, destroying the watertightness of the light, or otherwise causing damage to the light.

(1) Case (plastic). If the case is of plastic, it shall consist of either a tube of heavy paper base or other filler impregnated and bonded with a phenolic or other suitable thermo-setting resin or binder, in accordance with Type LTS-E-4 of Joint Army-Navy Specification JAN-P-79, or shall be made of other plastic material subject to investigation and approval. In the event this latter material is offered, it will only be considered if it is equal or superior to the specified material in water absorption, impact strength, heat resistance, dimen-

sional stability, and other properties important to the serviceability of the light. The case shall be constructed as follows: (i) a molded one-piece tube closed at the bottom end and threaded at the open end for bezel ring attachment, or (ii) a rolled tube closed at the bottom end by means of a plug and threaded at the open end for bezel ring attachment; in the case of construction (ii) the bottom end shall be of the same material as the tube and shall be assembled in the tube by inside threading and cemented thereto with a water-proof, heat-resistant, proper synthetic resin adhesive. The inside of the case shall be coated with a suitable waterproof lacquer. The wall thickness of the case shall be not less than $\frac{3}{16}$ inch.

(2) *Case (corrosion-resistant metal).* If the case is of metal, it shall consist of a tube of corrosion-resistant material. The tube shall be seamless and conform to the outside dimensions in paragraph (c) of this section. The bottom shall be an integral part of, or welded to the tube. The wall thickness shall be not less than 0.025 inch.

(e) *Lens.* The lens shall be made of a clear, colorless, transparent toughened glass or plastic material. It shall be free from bubbles, striae, checks, scratches and other optical or mechanical defects. The lens shall be fastened to the light by means of a bezel ring (see paragraph (f) of this section). The lens thickness shall be sufficient to withstand the impact test described in § 161.001-5 (b) (2) and (6). The lens shall have a smooth outer surface; the inner or outer surface shall be of a design which will provide for a ratio of beam candlepower of the light on the horizon to mean spherical candlepower of the lamp (bulb) of not less than five. As a result of the accelerated weathering test specified in § 161.001-5 (b) (8), the lens shall not have crazed or appreciably discolored, and the ratio of beam candlepower of the light (at an angle of 90 degrees from the vertical axis of the light) to mean spherical candlepower of the lamp shall not be less than four. The test shall be conducted as specified in § 161.001-5 (b) (10).

(f) *Bezel ring.* The bezel ring shall be molded or fabricated from a high impact phenolic or other suitable thermosetting resin or corrosion-resistant metal with the same coefficient of thermal expansion as the case. The bezel ring shall be of such design as to be rigid, shall provide for a suitable gripping means, and shall not fail when the light is subjected to the tests specified in this subpart. The bezel ring shall be provided with not less than six threads of sixteen threads per inch gage and shall satisfactorily engage the threads of the case. The design of the bezel ring shall be such that it will hold the lens and the case tightly against the gasket. The threads shall be covered with a water-resistant lubricating graphite grease conforming to Grade B, or Grade AB of Federal Specifications VV-G-671. The bezel ring shall be tapered or designed in such a manner that, with the light stowed in its bracket (lens down), water will drain away from the bezel ring and the case juncture.

(g) *Gasket.* The lens and upper edge of the case shall bear against a gasket conforming to the requirements of Navy Department Specification 33G7 Gaskets, Oil-Resisting (Sheet, Strip, and Molded). The gasket shall be so designed that when cooperating with the lens and case, it will prevent water from entering the inside of the light. It shall be resilient, highly resistant to cold flow, and it shall not discolor or adversely affect the lens material.

(h) *Cell.* The light shall derive its source of electrical energy from one self-contained dry cell. The cell shall be in accordance with Army type BA 23 of Joint Army-Navy Specification JAN-B-18. The date of manufacture of the cell shall not be exceeded by more than five months when the light is shipped by the manufacturer.

(i) *Switch.* The switch shall be a glass enclosed mercury unit, satisfactorily making or breaking the electrical circuit when inverted within a temperature range of -30° F. to $+160^{\circ}$ F. The switch shall be suitably designed to prevent accidental lighting when the inverted light is jarred or shaken. A clip shall securely hold the switch and shall be so designed and the glass housing of the switch so protected that jarring of the light will not crack or destroy the switch. The construction of the switch shall be such that the glass housing is free from leaks, the electrodes are of platinum or cleaned and polished tungsten, and the mercury is triple distilled. After distillation the mercury shall not come in contact with the atmosphere. The switch shall be capable of 1,000 operations, opening and closing the electrical circuit. The resistance of the circuit including the switch, but less the lamp and cell, shall be not more than 0.05 ohm, both before and after 1,000 operations of the switch.

(j) *Dehydrator plug.* Each light shall contain, in the interior portion, a dehydrator plug conforming to the requirements of Army-Navy Aeronautical Specification AN-P-47 and Army-Navy Drawing No. 4061-1. The dehydrating agent shall be impregnated with a suitable indicator to provide for a visual approximation of the degrees of saturation of the dehydrating agent.

(k) *Lamp.* The lamp shall be new and of the miniature bayonet type rated at 1.3 volts and 0.6 ampere (Mazda Lamp No. 423). The center of the lamp filament shall be at the focal point of the lens. A spare lamp shall be carried in the interior portion of the light. The base of the lamp shall be nickel-plated brass, and the center contact shall be of pure tin.

(l) *Socket.* The socket shall be of corrosion-resistant metal, of durable construction and have suitable electrical clearances. Means shall be provided for minimizing the possibility of the lamp becoming loose due to vibration. The pressure exerted by the spring against the center contact of the lamp shall be not less than 50 nor more than 150 ounces. The lamp may be securely soldered to the socket and circuit wiring provided a convenient method of lamp, socket and wiring exists; when this method is used, the spare lamp shall be

attached to a spare replaceable portion of the wiring and enclosed in a moisture-proof and vapor-proof covering.

(m) *Reflector.* The reflector shall be made of a white thermosetting plastic.

(n) *Contacts and springs.* Points of electrical contact other than the switch and lamp shall be of nickel, cadmium, or tin-coated brass. They shall be of such construction and size as to eliminate undue potential drop in the circuit. Springs shall be made of spring grade phosphor bronze or beryllium copper.

(o) *Finish of light.* External parts other than the lens shall be properly cleaned and prepared, and coated with two coats of gray paint in accordance with Navy Department Specification 52P46 or United States Maritime Commission Specification 52MC-5 (for Type 2 paint). The finish shall be uniform and smooth, shall adhere firmly, and withstand reasonable impact without chipping or cracking.

(p) *Mounting bracket.* The mounting bracket shall consist essentially of two spring clips, or one spring clip and a supporting member of suitable design, mounted on a strip. The design of the bracket shall be such that, with the bracket mounted in its normal position on a vertical supporting surface, the inserted light shall separate from the bracket with a pull on the ring of the case of not less than 20 nor more than 40 pounds when such pull is applied horizontally and directly away from the vertical supporting surface. There shall be two spring clips, or one spring clip and a supporting member of suitable design, to hold the light and located near the bottom and top thereof, and two holes suitable for fastening to a flat surface with $\frac{1}{4}$ -inch bolts. The clips shall be made of either spring strip phosphor bronze or beryllium copper. Each clip shall be connected to the back strip by not less than four heavy silicon bronze or phosphor bronze rivets, or shall be securely welded to the strip. The strip shall be so designed that the light cannot slip out of its bracket due to gravity. No light shield shall be provided. All metal parts of the bracket shall be finished similarly to that of the case.

(q) *Ruggedness.* The light complete with cell shall be capable of withstanding the drop and ruggedness tests specified in § 161.001-5 (b) (2) and (6) without any damage or distortion which might impair its serviceability or watertightness.

(r) *Dimensional stability and vapor-proofness.* The light complete, with cell (or a dummy cell), shall be capable of undergoing the dimensional stability and vaporproof test of § 161.001-5 (b) (7) without any damage, shrinkage, or distortion which might impair its serviceability, watertightness, or vaporproofness. The light shall be considered vaporproof when examination of the interior reveals no moisture and if the dehydrator plug has not increased in weight more than 0.1 gram after the test covered by § 161.001-5 (b) (7).

(s) *Watertightness.* The light shall be watertight and shall show no leakage of water into its interior when tested in accordance with § 161.001-5 (b) (1) and (5).

(t) *Light output.* The illumination issuing from the light shall show all around the horizon and shall extend downward to a line making an angle of 120 degrees with the vertical axis of the light.

§ 161.001-5 *Inspection and methods of test—(a) Inspection.* The Coast Guard reserves the right to make any inspection it deems necessary to determine the conformance of the materials and equipment to this specification.

(1) The facilities, materials and labor for all tests shall be furnished by the manufacturer, when available, and at no cost to the Coast Guard.

(2) When testing facilities are not available at the point of inspection, samples shall be forwarded, prepaid by the manufacturer, to the Commandant, United States Coast Guard, Washington, D. C., for completion of tests.

(b) *Methods of test—(1) Fire hose test.* With dehydrator plug removed, the light shall be subjected to the spray of a 1½-inch fire hose operating under a pressure of approximately 100 pounds per square inch, and 10 feet from the light. The spray shall be directed at many sections of the light (particularly at the lens joint). The duration of the test shall be not less than 15 minutes. The lights prior to test shall be conditioned at a temperature of 90° F. to 100° F. and the temperature of the water shall be 60° F. (± 10° F.). After drying the outside portions, the light shall be disassembled and examined for leakage.

(2) *Drop test.* The light, complete with cell, shall be dropped twice from a height of 60 feet into sea water (or liquid of equal specific gravity). After each drop, the light shall be examined for leakage, cracks or breakage. Failure of lamp filament shall not constitute failure of the light.

(3) *Float test.* The light, complete with cell, shall be allowed to float for 12 hours in sea water (or liquid of equal specific gravity). At the beginning and end of this period the light center shall be not less than 6 inches above the surface of the water, and the light shall not have changed its waterline more than ¼ inch.

(4) *Material tests.* Plastic parts shall be tested in accordance with the applicable test methods described in Federal Specification L-P-406, *Plastics, Organic*; General Specifications (Test Methods).

(5) *Watertightness.* The light, complete with cell and with dehydrator plug removed, shall be submerged horizontally in salt water (3% aqueous solution of NaCl) at a head of one foot for a period of 24 hours. At the end of this period, the light shall be removed and the outside dried by wiping. The light shall then be disassembled and examined for conformance to the requirements of § 161.001-4 (s).

(6) *Ruggedness.* The light, complete with cell, shall be cooled to 0° F. It shall then be dropped twice from a height of 3 feet onto a rigidly mounted steel plate or concrete; the distance of 3 feet shall be measured from top of lens to impact surface. When dropped, the light shall strike on the top center of the lens.

The case shall be placed in its bracket, and the bracket mounted securely and positioned so the light is lying in a horizontal position. A steel ball 1¼ pounds in weight shall be allowed to fall three times through a distance of 48 inches; once onto the center portion of the case, once onto the bezel ring, and once onto a point approximately ½ inch from the end of the case. The case shall be examined for breakage, cracking, and denting in accordance with § 161.001-4 (q). Failure of lamp filament shall not constitute failure of the light.

(7) *Dimensional stability and vapor-proof test.* The dehydrator plug contained in the light, with its seal removed, shall be accurately weighed and placed in its position in the light and the light, complete with cell (or a dummy cell), quickly and immediately assembled and placed, lens down, in its bracket in a temperature-humidity chamber. The unit shall then be subjected to the nine-day continuous temperature-humidity cycle indicated in Table 161.001-5 (b) (7) without opening the light during the cycle. At the end of the test, the dehydrator plug shall be immediately removed and accurately reweighed. The increase in weight of the dehydrator plug shall conform to the requirements of § 161.001-4 (r). The test specified in subparagraph (5) of this paragraph shall then be repeated.

TABLE 161.001-5 (b) (7)

Time period, hours	Temperature degrees F. (± 2° F.)	Relative humidity percent
24	160	85-90
24	-40	95-100
24	160	0-5
24	160	85-90
24	-40	95-100
48	160	0-5
48	70	45-85

(8) *Accelerated weathering (plastic only).* The lens and reflector shall be exposed to 240 hours of accelerated weathering in accordance with Method No. 6021 of Federal Specification L-P-406.

(9) *Light output test.* This test shall be made at a temperature of 70° to 80° F., after the cell has reached equilibrium, and within 30 days from the time of sampling, using the cell and lamp supplied with the light. The lens used shall be tested before and after the accelerated weathering test of subparagraph (8) of this paragraph. The beam candlepower of the light shall be measured for conformance to the requirements of paragraph 161.001-4 (e).

(10) *Accelerated weathering (metallic parts).* Under ultraviolet light alternate three-minute cycles of: (a) 20 percent salt spray at 55° C., and (b) an air blast at 55° C. without interruption for a period of 200 continuous hours.

§ 161.001-6 *Marking—(a) Instructions and nameplate.* Each light shall be provided on the outside with a brass or plastic plate containing instructions for maintenance and care of the light. The instructions shall be clearly marked in a plain, easily readable, permanent man-

ner. The nameplate data shall contain the name of the manufacturer, the Coast Guard Approval Number, and the drawing number and alteration identification thereof of the light. In securing the instructions and/or nameplate to the case, the wall of the case shall not be penetrated. The instruction data shall be worded as follows:

IMPORTANT

1. Replace cell and dehydrator plug every 12 months.
2. When reassembling lens replace gasket and screw down tight.
3. Keep lens clean.
4. Lamp should light when in upright position.

§ 161.001-7 *Procedure for approval—(a) General.* Automatic floating electric water lights are approved only by the Commandant, United States Coast Guard, Washington 25, D. C. Correspondence relating to the subject matter of this specification shall be addressed to the Commander of the Coast Guard District in which the factory is located.

(b) *Manufacturer's plans and specifications.* In order to obtain approval of automatic floating electric water lights, detailed plans and specifications, including a complete bill of material, assembly drawings, and parts drawings descriptive of the arrangement and construction of the device shall be submitted to the Commander of the Coast Guard District in which the factory is located. Each drawing shall have an identifying drawing number, date, and an identification of the device; and the general arrangement or assembly drawing shall include a list of all drawings applicable, together with drawing numbers and alteration numbers. The manufacturer will be advised whether or not the drawings and specifications appear satisfactory or what corrections appear necessary and then he may proceed with the construction of the pre-approval sample in accordance therewith.

(c) *Pre-approval sample.* The pre-approval sample, together with four copies of the plans and specifications, corrected as may be required, shall be forwarded to the Commandant via the Commander of the Coast Guard District in which the factory is located for inspection and tests. The cost of the tests are to be borne by the manufacturer.

SUBPART 161.006—SEARCHLIGHTS, MOTOR LIFEBOAT, FOR MERCHANT VESSELS

§ 161.006-1 *Applicable specifications.* (a) The following specifications, of the issue in effect on the date motor lifeboat searchlights are manufactured, form a part of this subpart:

- (1) Navy Department specifications:
- 42S5—Screws, machine, cap and set, and nuts.
- 43B11—Bolts, nuts, studs, and tap-rivets (and materials for same).

(2) Federal specification:

QQ-B-611—Brass, Commercial; bars, plates, rods, shapes, sheets, and strip.

(3) A. S. T. M. Standards:

B117-44T—Method of salt spray (fog), testing (tentative).

B141-45—Specification for electrodeposited coatings of nickel and chromium on copper, and copper-base alloys.

(4) Underwriters' Laboratories, Inc.: Standard for flexible cord and fixture wire, third edition, October, 1935.

(b) Copies of the above specifications shall be kept on file by the manufacturer, together with the approved plans and certificate of approval.

§ 161.006-2 *Type*. (a) The motor lifeboat searchlight shall be of the incandescent type equipped with a lamp of approximately 90 watts of proper voltage for use with the electric power installation of the lifeboat, usually a 12-volt radio storage battery.

§ 161.006-3 *Materials and workmanship*—(a) *Materials*. The materials shall be of best quality and suitable in every respect for the purpose intended. All materials shall be corrosion resistant. The use of acid flux in making joints shall not be permitted.

(b) *Workmanship*. The workmanship shall be first class in every respect.

§ 161.006-4 *Requirements*—(a) *Corrosion-resisting materials*. Silver, corrosion-resisting steel, copper, brass, bronze and copper-nickel alloys are considered satisfactory corrosion-resistant materials within the intent of this subpart.

(b) *Searchlight parts*. The motor lifeboat searchlight shall, in general, consist of the following parts:

Yoke and pedestal.
Housing.
Front door.
Reflector.
Lamp socket.
Supply cable.

(c) *Weight and dimensions*. The height of the motor lifeboat searchlight shall not exceed 19 inches and the weight shall not exceed 16 pounds, unless otherwise approved.

(d) *Wiring*. The motor lifeboat searchlight shall be wired with a five-foot length of rubber-jacketed hard service flexible cord, Underwriters' Laboratories, Inc., Type S, or equivalent, of a size not less than No. 16 AWG. At the point where the cable enters the searchlight, a waterproof entrance bushing with packing gland and cord grip shall be provided.

(e) *Lamp and socket*. The motor lifeboat searchlight shall be provided with a lamp of not less than 80 watts nor more than 100 watts, and a suitable lamp socket. Means shall be provided for adjusting and securing the lamp socket at any position between the focal point and a point not less than ¼ inch away from the focal point in either direction in the axis of the beam.

(f) *Housing*. The housing shall be constructed of brass, Federal Specification QQ-B-611, Composition E, copper alloy, or other suitable corrosion-resistant material as approved, of a thickness not less than No. 20 AWG. The housing shall be capable of free movement of at least 60 degrees above and 20 degrees below the horizontal, and of a free movement of 360 degrees in a horizontal plane. It shall be possible to lock the barrel in any desired position, vertically or horizontally, without the use of tools. A sturdy metal hand grip shall be provided

at the back of the housing for housing-adjusting purposes.

(g) *Front door*. A front door shall be attached to the housing in such a manner that it can be readily opened or removed, without the use of tools, for the purpose of relamping. The door, when closed, shall be waterproof. Clear front door glass shall be used.

(h) *Reflector*. The reflector shall be paraboloidal. It shall be constructed of brass, Federal Specification QQ-B-611, Composition E, finished and with electroplated coatings of nickel and chromium in accordance with A. S. T. M. Specification B141-45, Type K. C., or as otherwise approved. The reflector shall furnish a minimum average illumination of 100 foot candles, when measured as specified in § 161.006-5 (b) (2).

(i) *Yoke and pedestal*. The yoke and pedestal shall be of rugged construction. The pedestal shall be suitable for bolting to a flat surface with not less than four ½-inch diameter bolts.

(j) *Beam spread*. The beam shall be at least 60 feet in diameter at 200 yards. The edge of the beam shall be defined as a point at which the intensity of the light is 10 percent of the maximum intensity.

(k) *Bolts, nuts, and screws*. Bolts and nuts shall conform to the requirements of Navy Department Specification 43B11. Screws shall conform to the requirements of Navy Department Specification 42S5.

(l) *Nameplate*. The motor lifeboat searchlight shall be provided with a permanent metallic nameplate giving the name of manufacturer, type designation, and drawing number.

§ 161.006-5 *Sampling, inspections and tests*—(a) *General*. Motor lifeboat searchlights specified by this subpart are not inspected at regularly scheduled factory inspections of production lots, but the Commander of the Coast Guard District may detail an inspector at any time to visit any place where such searchlights are manufactured to check materials and construction methods and to conduct such tests and examinations as may be required to satisfy himself that the searchlights are being manufactured in compliance with the requirements of this specification and with the manufacturer's plans and specifications approved by the Commandant.

(b) *Methods of test*—(1) *Waterproof test*. The searchlight shall be subjected for 5 minutes to a stream of water under a head of approximately 35 feet from a hose not less than 1 inch in diameter from a distance of approximately 10 feet. The hose nozzle shall be adjusted to give a solid stream at the enclosure. No leakage shall occur in this test.

(2) *Beam candlepower*. All light except that produced from the searchlight under test shall be excluded from the room in which measurements are made. The searchlight shall be operated at rated voltage with a seasoned lamp as specified in § 161.006-4 (e). Measurements of beam candlepower shall be made at the corners of a 6-inch square located in the center of the beam at a distance of 32 feet immediately in front of the searchlight.

(3) *Corrosion resistance*. The searchlight shall be subjected to a 200-hour salt spray test in accordance with A. S. T. M. Standard B117-44T. There shall be no evidence of corrosion that will be detrimental to the operation of the searchlight.

(4) *Heat run*. The searchlight, completely assembled, shall be operated continuously for 2 hours at rated voltage following which the waterproof test shall be conducted. This cycle shall be repeated 3 times. The ambient temperature shall be approximately 25° C. The water stream shall be from an ordinary cold water tap.

§ 161.006-6 *Procedure for approval*—(a) *General*. Motor lifeboat searchlights are approved only by the Commandant, United States Coast Guard, Washington 25, D. C. Correspondence relating to the subject matter of this specification shall be addressed to the Commander of the Coast Guard District in which the factory is located.

(b) *Manufacturers' plans and specifications*. In order to obtain approval of motor lifeboat searchlights, submit detailed plans and specifications, including a complete bill of material, assembly drawings, and parts drawings descriptive of the arrangement and construction of the device, to the Commander of the Coast Guard District in which the factory is located. Each drawing shall have an identifying drawing number, date, and an identification of the device; and the general arrangement for assembly drawing shall include a list of all drawings applicable, together with drawing numbers and alteration numbers. The manufacturer will be advised whether or not the drawings and specifications appear satisfactory or what corrections appear necessary and then he may proceed with the construction of the pre-approval sample in accordance therewith. The pre-approval sample, together with four copies of the plans and specifications, corrected as may be required, shall be forwarded to the Commandant via the Commander of the Coast Guard District in which the factory is located for inspection and tests. The cost of the tests is to be borne by the manufacturer.

SUBPART 161.008—FLASHLIGHTS, ELECTRIC, HAND, FOR MERCHANT VESSELS

§ 161.008-1 *Applicable specifications*. (a) The following specification, of the issue in effect on the date hand electric flashlights are manufactured, forms a part of this subpart:

(1) American Standards Association:

C-18—American Standard Specification for Dry Cells and Batteries.

(b) A copy of the above specification shall be kept on file by the manufacturer, together with the approved plans and certificate of approval.

§ 161.008-2 *Types and sizes*—(a) *Types*. The flashlights shall be of the following types:

Type I—Watertight.
Type II—Explosion-proof.

(b) *Sizes*. The following sizes are covered by this specification:

Size No. 2—Two-cell.
Size No. 3—Three-cell.

§ 161.008-3 Materials and workmanship—(a) Materials. All materials used in the construction of the flashlights shall be of a quality suitable for the purpose intended and shall conform to the requirements specified in this subpart.

(1) **Plastic.** Plastic, when used, shall be from a suitable thermoplastic or thermosetting material imbedded with a suitable impregnated fabric or fiber filler. The impact strength (Izod test) shall be at least 3.0 foot pounds per inch of notch. The plastic shall be so molded as to produce a dense solid structure, uniform in texture, finish and mechanical properties. It shall be free from warpage, cracks, chipped edges or surfaces, uneven surfaces due to failure to fill out in the mold, burrs, projecting ridges at the dividing line of the mold, and evidence of porosity inclusive of areas adjacent to metal inserts.

(2) **Other materials.** The types of other permitted materials are covered in §§ 161.008-4 and 161.008-5.

(b) **Workmanship.** Workmanship shall be first class in every particular. Flashlights shall be of sturdy construction, and free from mechanical, electrical or other imperfections or defects which materially affect appearances or which may affect serviceability.

(1) Threaded parts shall be smooth and close fitting and shall be capable of being easily moved by hand relative to each other; threaded parts so fitted as to allow threads to jump or parts to change adjustment shall be avoided.

§ 161.008-4 General requirements. (a) Each flashlight shall be furnished complete with lamp and cells.

(b) Each flashlight shall be of the spotlight style providing a concentrated beam of light.

NOTE: When used in this specification, a concentrated beam of light is light projected in a nearly parallel beam, and is used to illuminate objects at considerable distances.

(c) All metal parts of each flashlight shall be made of corrosion-resistant material. All copper or copper alloy parts coming in contact with rubber shall be cadmium plated, or otherwise treated to prevent corrosion and disintegration of the rubber.

(d) Each flashlight shall be provided with means to prevent it from rolling freely when placed on a flat surface.

(e) Each flashlight shall be provided with one spare lamp which shall be contained within the case.

(f) The construction of each flashlight shall be such that a metallic contact outside the case cannot close the battery circuit.

(g) The proportions and design of each flashlight shall be such that the assembled unit, complete with lamp and cells, shall be capable of withstanding, without breakage or material distortion of any part, and without upsetting the lamp focus, the drop test specified in § 161.008-6 (b) (1). The flashlight shall be in working order upon completion of the test.

NOTE: Damage of lamp filament or shifting of filament within the lamp as a result of this test shall not be cause for rejection of the flashlight.

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(h) The concentrated beam of light of each flashlight when tested in accordance with § 161.008-6 (b) (3) shall be well defined, relatively uniform in intensity, and shall have a minimum peak candlepower and maximum diameter as specified in Table 161.008-4 (h).

TABLE 161.008-4 (h)

All types	Candlepower (minimum)	Beam diameter (maximum in inches)
Size No. 2.....	800	10
Size No. 3.....	1,200	10

(i) Each Type I flashlight shall be watertight, i. e., shall show no appreciable leakage of water, and shall be in perfect working order when cells are assembled therein following the test prescribed in § 161.008-6 (b) (2). The flashlight shall be capable of being disassembled and reassembled without undue difficulty upon completion of the test. The total water absorption and leakage into the flashlight during this test shall not exceed 5 percent by weight.

(j) Each Type II flashlight shall be of explosion-proof construction and shall bear the label of the Underwriters' Laboratories, Inc., as suitable for use in Class I, Group D, hazardous locations.

§ 161.008-5 Detail requirements—(a) Dimensions. The dimensions of the flashlights covered by this specification (both types) shall be in accordance with Table 161.008-5 (a).

TABLE 161.008-5 (a)

All types	Lens head ring size (dimensions across flats in inches, approximately)	Length (maximum in inches)
Size No. 2.....	2 1/4	8
Size No. 3.....	2 1/4	10 1/4

(b) **Case and lens head ring.** (1) The flashlight case shall be suitable to receive standard tubular cells, 1 1/16 inches in diameter by 2 3/8 inches long. Means shall be provided on the exterior surface of the flashlight case to effect a satisfactory grip. The number of cells per flashlight shall be as specified in § 161.008-2 (b). Cells shall be held in the case under sufficient pressure to insure good contact and to prevent breaking the circuit when the flashlight is shaken by the hand. Cells shall be readily replaceable.

(2) The case, lens head ring and end cap, shall be made of one of the following (the case, ring and cap, need not be made of the same material but cooperating threaded surfaces should be of the same material, preferably corrosion-resistant metal):

(i) Molded plastic material specified in § 161.008-3 (a) (1).

(ii) Rigid, corrosion-resistant material.

(c) **Lens.** The lens shall be of good quality laminated shatter-proof glass, or other approved equivalent material, free from bubbles, striae, wrinkles or other defects and blemishes which would af-

fect the light distribution. The lens shall be secured to the lens head ring by a suitable retaining ring or other device, so as to prevent it from being dropped when the lens head ring is unscrewed.

(d) **Cells.** Each cell shall be of a quality to meet the requirements of flashlight cell designation D (light industrial) in accordance with the American Standards Association Specification C-18, as determined by the National Bureau of Standards Qualification Tests.

(e) **Reflector.** The reflector shall be of sheet or die-cast metal, or other approved equivalent material, and shall be not less than 1 1/4 inches in diameter. It shall have sufficient rigidity so as not to become distorted when the flashlight is completely assembled with cells and lamp. It shall have a parabolic reflecting surface, highly polished, and resistant to corrosion and discoloration.

(f) **Lamps.** The lamp used in each flashlight shall be of the prefocused type, the ratings of which are indicated in Table 161.008-5 (f).

TABLE 161.008-5 (f)

All types	Commercial trade number of lamp	Design (volts)	Current (amperes)
Size No. 2.....	FR-6	2.47	0.30
Size No. 3.....	FR-7	2.7	.30

(g) **Lamp holder.** The lamp holder shall be firmly attached to the reflector. It shall be so positioned that the lamp, when assembled in the holder, shall have its filament located at the focus of the reflector, with the accuracy necessary to produce a concentrated beam of light as specified in § 161.008-6 (b) (3). It shall have sufficient rigidity so as not to become distorted when the flashlight is completely assembled with cells and lamp. Means shall be provided to protect the lamp from damage by battery impact and for conveniently removing and replacing the lamp.

(1) The mounting adjustment shall have sufficient stability to retain the focal adjustment of the lamp under a condition of vibration, and when the flashlight is shaken by the hand.

(h) **Switch.** The switch shall be conveniently located and securely attached to the flashlight. It shall be provided with a permanent "on" position, a manually operable signaling or flashing position, and a locked "off" position. It shall be provided with means to prevent accidental closing of the lamp circuit. The switch parts and switch contact strips shall be adequately insulated so that it will be impossible for metal-clad cells to close a circuit when the switch is on the "off" position.

(1) Contact springs shall be of phosphor bronze, spring brass, or other approved corrosion-resistant equivalent material.

(2) Each switch shall be capable of 25,000 cycles of normal operation as specified in § 161.008-6 (b) (4) without mechanical or electrical failure.

(i) **Suspension member.** Each flashlight shall be equipped with a suitable suspension ring or clip.

§ 161.008-6 *Inspection and methods of test*—(a) *Inspection*. The Coast Guard reserves the right to make any inspection it deems necessary to determine the conformance of the materials and equipment to this specification.

(1) The facilities, materials, and labor for all tests shall be furnished by the manufacturer, when available, and at no cost to the Coast Guard.

(2) When testing facilities are not available at the point of inspection, samples shall be forwarded, prepaid by the manufacturer, to the Commandant, United States Coast Guard, Washington, D. C., for completion of the tests.

(b) *Methods of test*—(1) *Drop test*. The assembled flashlight, complete with cells and lamp, shall be dropped 3 times, each at a height specified in this paragraph, onto a concrete or rigid metal surface. The flashlight shall be dropped so as to strike once in an approximately horizontal position, once in a vertical position upon the head, and once in a vertical position upon the base. One sample shall be tested at a temperature between 5° F. and 0° F. and shall be dropped from a height of 3 feet, and another sample at a temperature between 145° F. and 150° F. and shall be dropped from a height of 5 feet. In each of the drop tests the temperature of the flashlight shall be the same as the temperature at which the test is conducted.

(2) *Watertightness test*. The assembled flashlight, with lamp but without cells, shall be submerged in a 3 percent solution of sodium chloride (by weight) in distilled water at a temperature of 65° F. to 70° F., under a head of 1 foot, and for a period of 24 hours. The flashlight shall then be removed and the excess water wiped off. The total water absorption and leakage shall be calculated from the measured weights of the flashlight at the start and finish of the test.

(3) *Tests for light projection requirements*—(i) *Beam characteristics*. The concentrated beam of light of the flashlight shall be projected on a screen placed at a distance of 10 feet from the lens. The plane of the screen shall be normal to the axis of the flashlight. The concentrated beam of light shall be measured for diameter and its luminous intensity distribution shall be examined.

(ii) *Peak candlepower*. The peak candlepower of the flashlight shall be measured at 10 feet distance from the exterior surface of the lens. In making this test, the lamp voltage shall be as given in Table 161.008-5 (f). The peak candlepower measurements shall be obtained by a Macbeth Illuminometer or other suitable means.

(4) *Switch fatigue test*. The switch mechanism of the flashlight shall be operated in a normal manner through 25,000 operating cycles at a rate not to exceed 15 cycles per minute. During this test the mechanism shall operate without mechanical faults, or electrical contact or other failures.

§ 161.008-7 *Marking*. (a) Each flashlight shall be marked in a plain and permanent manner with the manufac-

turer's name or with a trade mark of such known character that the source of manufacture may be readily determined.

§ 161.008-8 *Procedure for approval*—(a) *General*. Hand electric flashlights are approved only by the Commandant, United States Coast Guard, Washington 25, D. C. Correspondence relating to the subject matter of this specification shall be addressed to the Commander of the Coast Guard District in which the factory is located.

(b) *Manufacturer's plans and specifications*. In order to obtain approval of hand electric flashlights, detailed plans and specifications, including a complete bill of material, assembly drawings, and parts drawings descriptive of the arrangement and construction of the device shall be submitted to the Commander of the Coast Guard District in which the factory is located. Each drawing shall have an identifying drawing number, date and an identification of the device; and the general arrangement or assembly drawing shall include a list of all drawings applicable, together with drawing numbers and alteration numbers. The manufacturer will be advised whether or not the drawings and specifications appear satisfactory or what corrections appear necessary and then he may proceed with the construction of the pre-approval sample in accordance therewith.

(c) *Pre-approval sample*. The pre-approval sample, together with four copies of the plans and specifications, corrected as may be required, shall be forwarded to the Commandant via the Commander of the Coast Guard District in which the factory is located for inspection and tests. The cost of the tests is to be borne by the manufacturer.

Dated: January 4, 1950.

[SEAL] MERLIN O'NEILL,
Vice Admiral, U. S. Coast Guard,
Commandant.

[F. R. Doc. 50-296; Filed, Jan. 10, 1950;
9:29 a. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

PART 1—PRACTICE AND PROCEDURE

MONTHLY REPORT OF REVENUES, EXPENSES, AND OTHER ITEMS FOR CERTAIN WIRE-TELEGRAPH CARRIERS

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 29th day of December 1949;

The Commission having under consideration the advisability of amending its F. C. C. Form No. 905A concerning items to be reported on a monthly basis; and

It appearing, that § 43.31 of the Commission's rules and regulations provides for the filing of monthly reports by carriers whose average annual operating revenues exceed \$250,000 and that F. C. C.

Form No. 905A is required by § 1.545 of the rules and regulations as the form of report to be filed by wire-telegraph carriers; and

It further appearing, that in the currently effective form 905A, items 21, 22, 25, 30, 48, and 49 provide information which the Commission finds it does not need at this time and may therefore be eliminated, items 17 and 33 are no longer effective, items 42 and 43 may be combined and account 7099 also included therewith; and

It further appearing, that two accounts relating to amounts of interest paid by carriers are of sufficient importance to be shown separately in the group entitled "Other income items"; and that the "Selected balance-sheet items" would be improved as a source of information necessary to the Commission's regulatory functions by the inclusion of "Allowance for depreciation," account 1515:01 to complement present item 47, "Operated plant in carrier's service"; and

It further appearing, that the provision of an arrangement for combining the net operating revenues of ocean-cable operations with the net operating revenues of wire-telegraph operations will avoid the need for a separate report providing such totals; and

It further appearing, that all of the proposed revisions relate to information which the affected wire-telegraph carriers are required to and will maintain during 1950 under the applicable Uniform System of Accounts; and that general notice of proposed rule making in accordance with section 4 (a) of the Administrative Procedure Act is therefore unnecessary; and

It further appearing, that previous order issued by the Commission relating to the adoption of F. C. C. Form No. 901 (Revised) and order of even date relating to the adoption of F. C. C. Form No. 903 (Revised Jan. 1950) and the rescission of F. C. C. Form No. 905B, together with the proposals herein, make necessary an appropriate amendment of § 1.545 of the Commission's rules and regulations; and

It further appearing, that authority for the proposed amendment is contained in sections 4 (i) and 219 of the Communications Act of 1934, as amended;

It is ordered, That effective May 1, 1950, F. C. C. Form No. 905A be rescinded and that F. C. C. Form 905 (Revised Jan. 1950) be substituted as indicated in the attached copy¹ thereof comprising two pages; and

It is further ordered, That effective May 1, 1950, § 1.545 of the Commission's rules and regulations is amended to read as follows:

§ 1.545 *Monthly financial reports*. Monthly reports of revenues, expenses, and other items shall be filed by carriers as required by § 43.31 of this chapter on the following forms:

F. C. C. Form No. 901 (Revised) Telephone.

¹ Filed as a part of the original document.

F. C. C. Form No. 903 (Revised Jan. 1950)
Radiotelegraph and Ocean-cable.
F. C. C. Form No. 905 (Revised Jan. 1950)
Wire-telegraph.

Provided, however, That any carrier which elects to adopt the modified accounting procedure prior to May 1, 1950, as authorized by the Commission's order of October 14, 1949, in Docket No. 9406 may file the revised F. C. C. Form 905 herein adopted, for the entire calendar year, 1950.

(Sec. 4 (1), 48 Stat. 1066; 47 U. S. C. 154 (1).
Applies 219, 48 Stat. 1077, 47 U. S. C. 219)

Released: December 29, 1949.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 50-249; Filed, Jan. 10, 1950;
8:56 a. m.]

PART 1—PRACTICE AND PROCEDURE

MONTHLY REPORT OF REVENUES, EXPENSES, AND OTHER ITEMS FOR CERTAIN RADIOTELE- GRAPH AND OCEAN-CABLE CARRIERS

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 29th day of December 1949;

The Commission having under consideration the advisability of amending its F. C. C. Forms Nos. 903 and 905B, concerning items to be reported on a monthly basis; and

It appearing, that § 43.31 of the Commission's rules and regulations provides for the filing of monthly reports by radiotelegraph and ocean-cable carriers whose average annual operating revenues exceed \$250,000 and that F. C. C. Form No. 903 and F. C. C. Form No. 905B are prescribed by § 1.545 of the rules and regulations as the form of report to be filed by such radiotelegraph and ocean-cable carriers, respectively; and

It further appearing, that the adoption by the Commission on October 14, 1949, of new revenue accounts to become effective in 1950 requires the substitution of the new account titles and numbers for the designations in the present forms; and

It further appearing, that these recently authorized changes in the revenue accounts make it feasible and desirable to design a single form applicable to both types of carriers concerned herein; and

It further appearing, that in the currently effective form 903, items 20, 21, 22, 46, and 47 provide information which the Commission finds it does not need at this time and may therefore be eliminated, item 26 is no longer effective, items 40 and 41 may be combined and account 7099 also included therewith; and

It further appearing, that two accounts relating to amounts of interest paid by carriers are of sufficient importance to be shown separately in the group entitled "Other income items"; and that the "Selected balance-sheet items" would be improved as a source of information necessary to the Commission's regulatory functions by the inclusion of "Allowance for depreciation," account 1515:01 to

complement present item 45, "Operated plant in carrier's service"; and

It further appearing, that all of the proposed revisions relate to information which the affected radiotelegraph and ocean-cable carriers are required to and will maintain during 1950 under the Uniform Systems of Accounts respectively applicable; and that general notice of proposed rule making in accordance with section 4 (a) of the Administrative Procedure Act is therefore unnecessary; and

It further appearing, that authority for the proposed amendment is contained in sections 4 (1) and 219 of the Communications Act of 1934, as amended;

It is ordered, That effective May 1, 1950, F. C. C. Form No. 905B be rescinded and that F. C. C. Form No. 903 be revised as indicated in the attached copy of F. C. C. Form No. 903 (Revised January 1950)¹ comprising two pages: *Provided, however,* That any carrier which elects to adopt the modified accounting procedure prior to May 1, 1950, as authorized by the Commission's orders of October 14, 1949, in Docket Nos. 9370 and 9406 may file the revised F. C. C. Form 903 (Revised January 1950) herein adopted, for the entire calendar year, 1950.

(Sec. 4 (1), 48 Stat. 1066; 47 U. S. C. 154 (1).
Applies 219, 48 Stat. 1077; 47 U. S. C. 219)

Released: December 29, 1949.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] T. J. SLOWIE,
Secretary.

[F. R. Doc. 50-250; Filed, Jan. 10, 1950;
8:56 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Production and Marketing Administration

HOBART SALES DAY ASSN., INC.

POSTING OF STOCKYARD

The Secretary of Agriculture has information that the Hobart Sales Day Association, Inc., Hobart, Oklahoma, is a stockyard as defined in section 302 of the Packers and Stockyards Act, 1921, as amended (7 U. S. C. 202), and should be made subject to the provisions of that act.

Therefore, notice is hereby given that the Secretary of Agriculture proposes to issue a rule designating the stockyards named above as a posted stockyard subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U. S. C. 181 et seq.), as is provided in section 302 of that act. Any interested person who desires to do so may submit within 15 days of the publication of this notice any data, views or argument, in writing, on the proposed rule to the Director, Livestock Branch, Production and Marketing Administration, United States Department of Agriculture, Washington 25, D. C.

Done at Washington, D. C., this 6th day of January 1950.

[SEAL] H. E. REED,
Director, Livestock Branch, Pro-
duction and Marketing Ad-
ministration.

[F. R. Doc. 50-261; Filed, Jan. 10, 1950;
8:56 a. m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR, Part 136]

[Ex Parte 171]

RULES, STANDARDS AND INSTRUCTIONS FOR
INSTALLATION, MAINTENANCE AND REPAIR
OF AUTOMATIC BLOCK SIGNAL SYSTEMS,
INTERLOCKING, TRAFFIC CONTROL SYS-
TEMS, AUTOMATIC TRAIN STOP, TRAIN
CONTROL, AND CAB SIGNAL SYSTEMS, AND
OTHER SIMILAR APPLIANCES, METHODS
AND SYSTEMS

NOTICE OF PROPOSED RULE MAKING

JANUARY 6, 1950.

Investigation will be conducted by the Commission in the above-entitled proceeding.

Nature of investigation. The investigation is for the purpose of revising, amending, and modifying the rules, standards and instructions for Installation, Maintenance and Repair of Automatic Block Signal Systems, Interlocking, Traffic Control Systems, Automatic Train Stop, Train Control, and Cab Signal Systems, and other Similar Appliances, Methods and Systems, prescribed by the Commission's order of April 13, 1939.

Authority for investigation. The investigation is made pursuant to the provisions of section 25 of the Interstate Commerce Act.

Reasons for investigation. The present rules, standards, and instructions have been in effect for more than ten years. Experience has shown that some of them should be eliminated and others clarified, and that in some respects said rules, standards, and instructions are incomplete and inadequate to carry out the purposes of section 25 of the Interstate Commerce Act.

Proposed rules, standards, and instructions. The rules, standards and instructions tentatively proposed as a substitute for the rules, standards, and

¹ Filed as a part of the original document.

Instructions prescribed by the Commission's order of April 13, 1939, are contained in Appendix A attached hereto. These proposed rules, standards and instructions are subject to any change or changes that may be made as a result of this investigation.

Written evidence; special rules. Evidence shall be submitted in written form at the times and in the manner provided for in the special rules of practice contained in Appendix B.

Notice to parties in interest. Notice to the general public will be given by depositing a copy of this notice in the office of the Secretary of the Commission for public inspection, by filing a copy of the notice with the Director, Division of the Federal Register, and by serving copies on each common carrier subject to the Interstate Commerce Act and on each national organization of railroad employees.

By the Commission, Division 3.

(SEAL)

W. P. BARTEL,
Secretary.

Appendix A—Proposed Rules, Standards, and Instructions

PART 136—INSTALLATION, INSPECTION, MAINTENANCE AND REPAIR OF AUTOMATIC BLOCK SIGNAL SYSTEMS, INTERLOCKING, TRAFFIC CONTROL SYSTEMS, AUTOMATIC TRAIN STOP, TRAIN CONTROL, AND CAB SIGNAL SYSTEMS, AND OTHER SIMILAR APPLIANCES, METHODS AND SYSTEMS

§ 136.1 **Rules and instructions; all systems—(a) General.** (1) Track layout plan, circuit plan, and where mechanical locking is used, locking sheet and dog chart, shall be kept at each interlocking and circuit plan shall be kept at each controlled point in traffic control systems; circuit plan for each automatic signal shall be available at the headquarters of the employee directly responsible for the maintenance of such signal; copies of all of the foregoing plans, and profile plan, drawn to scale, showing locations of signals, grades and alignment, for the sections of railroad under the jurisdiction of a divisional signal supervisory officer shall be kept at his headquarters; copies of plans pertaining to signal and interlocking facilities under the jurisdiction of general, regional or system signal officers shall be kept at their offices. All plans shall be correct and legible and available for use by the Commission's representatives.

(2) Each circuit, the functioning of which affects safety of train operation, shall be kept free of any ground or combination of grounds which will permit a flow of current equal to or in excess of 75% of the release value of any relay or other electromagnetic device in the circuit, except circuit which includes any track rail.

(3) Outdoor signal and instrument cases shall be locked, except signal mechanism housings at interlockings where maintenance forces are continuously on duty. Power interlocking machine cabinets, time releases, and electric locks exposed on interlocking machines shall be locked or sealed.

(4) The normal functioning of any device shall not be interfered with in test-

ing or otherwise without first taking measures for insuring safety of train operation which depends on normal functioning of such device.

(5) All control circuits the functioning of which affects safety of train operation shall be designed on the closed circuit principle, except circuits for roadway equipment of intermittent automatic train stop system.

(6) Hand-operated switch equipped with switch circuit controller connected to the point, or with facing point lock and circuit controller, shall be so maintained that when point is open one-fourth inch or more on facing point switch and three-eighths inch or more on trailing point switch, track or control circuits will be opened or shunted or both, and, if equipped with facing point lock with circuit controller, switch cannot be locked. Switch circuit controllers, facing point locks and switch-and-lock movements and their connections shall be securely fastened in place, and contacts maintained with an opening of not less than one-sixteenth inch when open.

(7) Circuit controller operated by switch-and-lock movement shall be maintained so that normally open contacts will remain closed and normally closed contacts will remain open until the switch is locked.

(8) Operating characteristics of electromagnetic apparatus shall be maintained in accordance with the limits within which such apparatus is designed to operate.

(9) Signal control and electric locking circuits shall not be selected through the contacts of instruments designed primarily for indicating or annunciating purposes in which an indicating element attached to the armature is arranged so that it can in itself cause improper operation of the armature. (See footnote 1.)

(10) Electric locks on new installations and new electric locks applied to existing installations shall be of the forced drop type.

(11) Any piece of apparatus or any part thereof which fails to perform its intended function shall be promptly adjusted, repaired, or replaced.

(12) Signal protection shall be provided for facing and trailing movements through spring switch within interlocking limits, and through spring switch hereafter installed in automatic block signal, train stop, train control or cab signal territory where train movements over the switch are made at a speed exceeding 20 miles per hour, except that signal protection shall be required only with the current of traffic on track signaled for movement in only one direction. (See footnote 2.)

(13) The control circuits of signals governing facing movements over a main track spring switch shall be selected through the contacts of a switch circuit controller, or through the contacts of relay repeating the position of such circuit controller, which, when normally closed switch point is open one-fourth inch or more, will cause such signals to display their most restrictive aspects, except that where a separate aspect is

displayed for facing movements over the switch in the reverse position the signal shall display its most restrictive aspect when the switch points are open one-fourth inch or more from either the normal or reverse position.

(14) (i) The indication of signal governing movements from siding to main track with the current of traffic on track signaled for movements in only one direction through a spring switch in automatic block signal territory shall be not less restrictive than "Proceed at Restricted Speed" when the block, into which movements are governed by the signal, is occupied, and shall be "Stop" when the main track is occupied by a train approaching the switch within at least 1500 feet in approach of the approach signal located stopping distance from the main track signal governing trailing movements over switch, except that the indication may be caused to be less restrictive if approach or time locking is used.

(ii) The indication of signal governing movements against the current of traffic from the reverse main of main tracks to a single track, or signal governing movements from a siding to a main track signaled for movements in either direction, through a spring switch, in automatic block signal territory, shall be not less restrictive than "Proceed at Restricted Speed" when the block, into which movements are governed by the signal, is occupied by a preceding train, and shall be "Stop" when the block on the single track into which the signal governs is occupied by an opposing train.

(iii) The indication of signal governing movements against the current of traffic from the reverse main of main tracks to a single track of signal governing movements from a siding to a main track signaled for movements in either direction through a spring switch in automatic block signal territory shall be "Stop" when the normal direction main track of the double track or the single track signaled for movements in both directions is occupied by a train approaching the switch within at least 1,500 feet in approach of the approach signal located stopping distance from the main track signal governing trailing movements over switch, except that indication may be caused to be less restrictive if approach or time locking is used. (See footnote 1.)

(15) Automatic block, traffic control, train stop, train control, and cab signal territory shall be designated in time-table instructions.

(b) **Roadway signals and cab signals.**

(1) Each roadway signal hereafter installed shall be located over or to the right of the track it governs. (See footnote 2.)

(2) At least one-half inch clearance shall be provided between semaphore signal arm, and any object that may interfere with its operation.

(3) Aspects shall be shown by the position of semaphore blades, color of lights, position of lights, flashing of lights, or any combination thereof. They may be qualified by marker plate, number plate, letter plate, marker light, shape and color of semaphore blades or

any combination thereof, subject to the following conditions:

Night aspects of roadway signals, except qualifying appurtenances, shall be shown by lights; day aspects by lights or semaphore arms. A single white light shall not be used.

Reflector lenses or buttons or other devices which depend for visibility upon reflected light from an external source shall not be used in night aspects, except qualifying appurtenances.

The aspects of cab signals shall be shown by lights or by illuminated letters.

Each aspect displayed by a signal shall be identified by a name and shall indicate action to be taken. Only one name and indication shall apply to those aspects indicating the same action to be taken; the same aspect shall not be used with any other name and indication.

The fundamental indications of signal aspects shall conform to the following:

A red light, a series of horizontal lights or a semaphore blade in a horizontal position shall be used to indicate stop.

A yellow light, a lunar light, or a series of lights or a semaphore blade in the upper or lower quadrant at an angle of approximately 45 degrees to the vertical, shall be used to indicate that speed is to be restricted and stop may be required.

A green light, a series of vertical lights, or a semaphore blade in a vertical position in the upper quadrant or 60° or 90° in the lower quadrant shall be used to indicate proceed at authorized speed.

The names, indications and aspects of roadway signals and cab signals shall be defined in §§ 136.2 and 136.3 in effect on each railroad subject to these rules, standards and instructions. A copy of §§ 136.2 and 136.3 shall be filed with the Interstate Commerce Commission within six months after the date of this order and copy of subsequent modifications shall be filed with said Commission within thirty days after such modifications become effective. Such rules and any modifications thereof shall remain in effect until otherwise ordered by the Commission. (See footnote 2 with respect to fundamental indications as applied to semaphore signals.)

(4) Each roadway signal shall be located with respect to the next signal or signals in advance which govern train movements in the same direction so that the indication of a signal displaying a restrictive aspect can be complied with by means of a brake application, other than an emergency application, initiated at such signal, either by stopping at the signal where a stop is required, or by a reduction in speed to the rate prescribed by the next signal in advance where reduced speed is required.

(5) If an arm of a semaphore signal assumes a false restrictive position or if a lamp in a light signal fails the signal shall not display a less restrictive aspect than intended. (See footnote 5.)

(6) Buffing device shall be maintained so as not to cause the signal to display a less restrictive aspect than intended.

(7) Measures shall be taken to prevent recurrence of a phantom signal aspect.

(c) *Track circuits.* (1) Track relay shall be in deenergized position when-

ever any of the following conditions exist, and the track circuit of an automatic train stop, train control, or cab signal system shall be deenergized in the rear of the point where any of the following conditions exist:

(i) When a rail is broken or a rail or switch-frog is removed except when a rail is broken or removed in the shunt fouling circuit of a turnout or crossover: *Provided, however,* That shunt fouling circuit may not be used in a turnout through which permissible speed is greater than 45 miles per hour. It shall not be a violation of this requirement if a track circuit is energized when a break occurs within the limits of the joint bars or rail-joint bond, or as a result of leakage current or foreign current in the rear of a point where a break occurs or a rail is removed.

(ii) When a train, locomotive, or car occupies any part of a track circuit, including fouling section of turnout, except turnouts of a hand-operated main track crossover. It shall not be a violation of this requirement where the presence of sand, rust, dirt, grease or other foreign matter on the rail prevents effective shunting.

(iii) Where switch shunting circuit is used:

(a) Switch points are not closed in normal position.

(b) A switch is not locked where facing point lock with circuit controller is used.

(c) An independently operated fouling point derail equipped with switch circuit controller is not in derailing position.

(2) Where relayed cut-section is used in territory where noncoded direct-current track circuits are in use the energy circuit to the adjoining track shall be open and the track circuit shunted when the track relay at such cut-section is in deenergized position.

(3) At grade crossing with an electric railroad where foreign current is present, the electric energy for noncoded direct current track circuit shall feed away from the crossing.

(4) The length of any track circuit, except trap circuit or special circuit not used for control of signaling facilities, shall be greater than maximum inner wheel base of any locomotive or car.

(5) Where dead section exceeds 35 feet, special circuit shall be installed. Where shortest outer wheel base of a locomotive operating over such dead section is less than 35 feet, the maximum length of the dead section shall not exceed the length of the outer wheel base of such locomotive unless special circuit is used.

(6) Track circuit shall be so maintained that track relay will be in deenergized position if, when track circuit is dry, a shunt of 0.06 ohm resistance is connected across the track rails of the circuit, including fouling sections of turnouts.

(7) Shunt wires and fouling wires, except shunt wires to switch circuit controller through which signal control circuits are controlled and track circuits are shunted, shall consist of at least two conductors and each shall be of sufficient conductivity and maintained in

such condition that the track relay will be in deenergized position when the circuit is shunted. (See footnote 1.)

(8) Fouling section of turnout shall extend to clearance point.

(9) Insulated rail joints shall be maintained in condition to prevent sufficient track circuit current from flowing between the rails separated by the insulation to cause a failure of any track circuit involved.

(d) *Wires and cables.* (1) Signal wires carried on pole lines shall be securely tied in on insulators.

(2) Where men are permitted to be on top of cars the clear space between the lowest overhead signal line conductor and the top of track rails shall be not less than 27 feet at 60° F., no wind. The distance may be reduced to 25 feet for guys and for cables carried on messengers.

(3) Open-wire transmission line operating at voltage of 750 volts or more shall be placed not less than 4 feet above the nearest crossarm carrying signal or communication circuits.

(4) Insulated wire shall be protected from mechanical injury. The insulation shall not be punctured for test purposes. Splice in underground wire shall have insulation resistance at least equal to the wire spliced.

(5) Insulated wires and cables used aerially shall be supported on insulators or by messengers.

(6) Wires shall not interfere with operating parts of mechanisms.

(7) Each wire shall be tagged or otherwise marked so it can be identified at each terminal. Nomenclature shall correspond to that of the circuit plan. Tags or other marks of identification in instrument cases and apparatus housings shall be made of insulating material and shall not interfere with moving parts of apparatus.

(8) Lightning arrester shall be properly connected and ground maintained with resistance to ground preferably not more than 25 ohms.

(e) *Inspections and tests; all systems.*

(1) The following inspections and tests shall be made in accordance with specifications of the carrier subject to approval of the Commission to determine if the apparatus and/or equipment is maintained in condition to perform its intended function. Relay or other electromagnetic device which fails to meet the requirements of specified tests shall be removed from service, and shall not be restored to service until its operating characteristics are in accordance with the limits within which such relay or electromagnetic device is designed to operate.

(2) Signal mechanism shall be inspected at least once every six months, and tests of the operating characteristics of all parts shall be made at least once every two years.

(3) Switch circuit controller shall be inspected and tested at least once every three months.

(4) Shunt fouling circuit shall be inspected and tested at least once every three months.

(5) Electric lock, except forced-drop type, shall be tested at least once every two years.

(6) Relay in service, except locomotive relay, shall be tested at least once every two years.

(7) Gas and vacuum type lightning arresters shall be tested at least once a year.

(8) Insulation resistance tests shall be made when wires, cables, and insulation are dry. Wires and cables, except wires connected directly to track rails, shall be tested in accordance with the following schedule. Conductors shall be promptly repaired or renewed when insulation resistance is below the following values:

Description	Period	Minimum allowable resistance
Low voltage (660 volts or less) wires and cables with insulation and protective outer covering not specifically designed for underground use, any part of which is underground or in trunking.	5 years	1 megohm.
Low voltage (660 volts or less) wires and cables with insulation and protective outer covering not specifically designed for underground use, no part of which is underground or in trunking.	8 years	Do.
Low voltage (660 volts or less) wires and cables with insulation and protective outer covering designed specifically for underground use, or in underground conduit, or as submarine cables.	do.	Do.
Local signal wiring.	do.	Do.
Lead covered signal power cable.	do.	100 megohms between sectionalizing switches.
Underground signal power lines not lead sheathed.	8 years	40 megohms for voltages up to and including 660 volts for section tested. 100 megohms between sectionalizing switches for voltages exceeding 660.

(9) Results of tests made in compliance with subparagraphs (2), (3), (4), (5), (6), (7), (8) of this paragraph, § 136.3 (c) (1) to (12) and § 136.5 (d) (1), (2), (e) (1), (3), (4) shall be recorded on forms provided by the railroad. Such forms shall show name of railroad, place and date, equipment tested, repairs, replacements, adjustments made, and condition in which apparatus was left, and signature of employee making the test. Each form shall be filed in the office of a divisional officer of the division on which the tests were made.

§ 136.2 Automatic block signal systems—(a) Standards. (1) Signals shall be controlled automatically by track circuits extending through the entire block.

(2) Signal governing movements over hand-operated switch in the facing direction shall display its most restrictive aspect when the points are open one-fourth inch or more and, in the trailing direction, three-eighths inch or more, except that where a separate aspect is displayed for facing movements over the switch in the normal and in the reverse position, the signal shall display its most restrictive aspect when the switch points are open one-fourth inch or more from either the normal or reverse position.

(3) At hand-operated crossover between main tracks protection shall be provided by one of the following: (i) An arrangement of one or more track circuits and switch circuit controllers, (ii) facing point locks on both switches of the crossover, with both locks operated by a single lever, or (iii) electric locking of the switches of the crossover. Signals governing movements over either switch shall display their most restrictive aspects when any of the following conditions exist:

(a) Where protection is provided by one or more track circuits and switch circuit controllers, and either switch is open or the crossover is occupied by a train, locomotive or car in such a manner

as to foul the main track. It shall not be a violation of this requirement where the presence of sand, rust, dirt, grease or other foreign matter on the rail prevents effective shunting;

(b) Where facing point locks with a single lever are provided, and either switch is unlocked;

(c) Where the switches are electrically locked, before the electric locking releases.

(4) On track signaled for movements in both directions, a train shall cause one or more opposing signals immediately ahead of it to display an aspect requiring a stop. On such track signals shall be so arranged and controlled that if opposing trains can simultaneously pass signals displaying proceed aspects, and the next signal in advance of each such signal then displays an aspect requiring a stop, the distance between opposing signals requiring a stop shall be not less than the aggregate of the stopping distances for movements in each direction. Where such opposing signals are spaced stopping distance apart for movements in one direction only, signals arranged to display restrictive aspects shall be provided in approach to at least one of the signals. Where such opposing signals are spaced less than stopping distance apart for movements in one direction, signals arranged to display restrictive aspects shall be provided in approach to both such signals. (See footnote 5.)

(5) The circuits shall be so installed that each signal governing train movements into a block will display its most restrictive aspect when any of the following conditions obtain within the block: (i) occupancy by a train, locomotive, or car, (ii) when points of a switch are not closed in proper position, (iii) when an independently operated fouling point derail equipped with switch circuit controller is not in derailing position, (iv) when a track relay is in deenergized position; or when signal control circuit is deenergized.

(6) The battery or power supply for each signal control relay circuit, where an open-wire circuit or a common return

circuit is used, shall be located at the end of the circuit farthest from the relay.

(7) Electric lock on hand-operated switch shall be controlled so that it cannot be unlocked until control circuits of signals protecting such switch have been opened. Approach or time locking shall be provided.

§ 136.3 Interlocking—(a) Standards. (1) Signals shall be provided to govern the train movements into and through interlocking limits. (See footnotes 1 and 2.)

(2) Track circuits and route locking shall be provided throughout interlocking limits. (See footnote 2, and with respect to route locking only, also footnote 5.)

(3) The control circuit for power-operated or slotted mechanical signal governing movements at higher than restricted speed in the facing direction over switches, movable-point frogs and derails shall be selected through circuit controller operated directly by switch points or by switch locking mechanism, or through relay controlled by such circuit controller, for each facing point switch, movable-point frog and derail in the routes governed by such signal. Circuits shall be arranged so that such signal can display an aspect to proceed only when each such switch, movable-point frog and derail in the route is in proper position. Power-operated signals hereafter installed shall be controlled in this manner through circuit controllers or switch repeating relays for all switches, movable-point frogs and derails in the routes governed by such signals. (See footnote 1.)

(4) Mechanical locking, or the same protection effected by means of circuits, shall be provided.

(5) Approach or time locking shall be provided in connection with signals governing movements at higher than restricted speed.

(6) Facing point lock or switch-and-lock movement shall be provided for mechanically operated switch, movable-point frog, or split-point derail.

(7) Indication locking shall be provided for operative approach signals of the semaphore type, power-operated home signals, power-operated switches, movable-point frogs and derails, and for all approach signals hereafter installed, except light signals all aspects of which are controlled by coded track circuits or by double wire line circuits.

(8) Mechanical or electric locking or electric circuits shall be installed to prevent signals from displaying aspects which permit conflicting movements except that opposing signals may display an aspect indicating proceed at restricted speed at the same time on a track used for switching movements only, by one train at a time. Manual interlocking in service as of the date of this order at which opposing signals on the same track are permitted simultaneously to display aspects to proceed when interlocking is unattended may be continued, provided that simultaneous train movements in opposite directions on the same track between stations on either side of the interlocking are not permitted. (See footnote 3.)

(9) At automatic interlocking, a loss of shunt of 5 seconds or less shall not permit an established route to be changed. (See footnote 1.)

(10) A signal shall be provided on main track to govern the approach with the current of traffic to any home signal except where the home signal is the first signal encountered when leaving yards or stations and authorized speed approaching such signal is not higher than slow speed. When authorized speed between home signals on route governed is 20 miles per hour or less, an inoperative signal displaying an aspect indicating "approach next signal prepared to stop" may be used to govern the approach to the home signal.

(11) The control circuits for aspects with indications more favorable than "proceed at restricted speed" shall be selected through relays for all track circuits in the route governed. At automatic interlocking, signal control circuit shall be selected (i) through relays for all track circuits in the route governed and in all conflicting routes within interlocking limits; (ii) through signal mechanism contacts or relay contacts closed when signals for such conflicting routes display stop aspects; and (iii) through normal contacts of time releases for such conflicting routes or contacts of relays repeating the normal position of contacts of such time releases.

(12) When movable bridge is protected by interlocking the signal appliances shall be so interlocked with bridge devices that before a signal governing movements over the bridge can display an aspect to proceed the bridge and track must be aligned and locked, with the bridge locking members within one inch of their proper positions and with the track rail on the movable span within three-eighths inch of correct surface and alignment with the rail on the bridge abutment or fixed span.

(13) Steel or wrought-iron pipe one inch or larger, or members of equal strength shall be used for operating connections for each switch, derail, movable-point frog, facing point lock, rail-locking device of movable bridge protected by interlocking, and mechanically operated signal, except up-and-down rod which may be three-fourths inch pipe or solid rod. Pipes shall be fully screwed into coupling and both ends of each pipe shall be riveted to pipe plug with 2 rivets. Pipe line shall not be out of alignment sufficiently to interfere with the proper operation of the interlocking, shall be properly compensated for temperature changes, and supported on carriers spaced not more than 8 feet apart on tangent and curve of less than 2° and not more than 7 feet apart on curve of 2° or more. With lever in any position, couplings in pipe line shall not foul carriers. (With respect to requirement for double rivets, see footnote 5.)

(14) Electric lock shall be provided for each hand-operated switch or derail within interlocking limits, except where train movements are made at not exceeding 20 miles per hour. At manually operated interlocking it shall be controlled by operator of the machine and

shall be unlocked only after signals governing movements over such switch or derail display aspects indicating stop. Approach or time locking shall be provided. (See footnote 2.)

(b) *Rules and instructions.* (1) When mechanical locking of interlocking machine is being changed or is removed from the machine, or locking becomes disarranged or broken, unless protection equivalent to mechanical locking is provided by electric locking or electric circuits, train movements through the interlocking shall not be permitted until each switch, movable-point frog or derail in the route is spiked, clamped or blocked in proper position so that it cannot be moved by its controlling lever, and then train movements shall not exceed restricted speed until the interlocking is restored to normal operation. It will not be necessary to comply with this requirement at interlockings where protection is in service in accordance with paragraph (a) (3) of this section: *Provided*, That the signal controls are arranged so that the signals cannot display an aspect the indication of which is less restrictive than "proceed at restricted speed".

(2) Switch, movable-point frog or split-point derail shall be maintained so that it cannot be locked if the switch point is prevented by an obstruction from closing to within three-eighths inch.

(3) Plunger of facing point lock shall have at least 8-inch stroke. When lever is in reverse position plunger shall pass through lock rod one-half inch or more.

(4) Bolt lock shall be so maintained that signal governing movements over switch or derail and displaying an aspect indicating stop cannot be operated to display a less restrictive aspect while derail is in derailing position, or when switch point is open one-half inch or more.

(5) Locking dog of switch-and-lock movement shall extend through lock rod one-half inch or more in either normal or reverse position.

(6) Repairs to switch and signal valves and cylinders shall not be made while they are in service.

(7) Provision shall be made for draining condensation out of air distribution system at low points. Condensers, tanks, reservoirs, and air distribution lines shall be drained frequently enough to avoid overflow of condensation into branch lines and apparatus.

(8) Pole changer on electric switch operating mechanism shall be maintained so that movement of switch mechanism follows movement of controlling lever.

(9) Point detector shall be maintained so that when switch mechanism is locked in normal or reverse position, contacts cannot be opened by manually applying force at the closed switch point. Point detector circuit controller shall be maintained so that the contacts will not assume the position corresponding to switch point closure if the switch point is prevented by an obstruction, from closing to within one-fourth inch where latch-out device is not used, and to within three-eighths inch where latch-out device is used.

(10) Driving pieces, dogs, stops and trunnions shall be rigidly secured to locking bars. Swing dogs shall have full and free movement. Top plates shall be maintained securely in place.

(11) The various parts of the locking bed, locking bed supports, and tappet stop rail shall be rigidly secured in place and aligned to permit free operation of locking.

(12) Locking faces shall fit squarely against each other with a minimum engagement when locked of at least one-half the designed locking face.

(13) Mechanical locking shall be in accordance with locking sheet and dog chart currently in effect.

(14) Locking and connections shall be maintained so that, when a lever or latch is mechanically locked, the following will be prevented:

(i) *Mechanical machine—(a) Latch-operated locking.* Raising lever latch block so that bottom thereof is within three-eighths inch of top of quadrant.

(b) *Lever operated locking.* Moving lever latch block more than three-eighths inch on top of quadrant.

(ii) *Electro-mechanical machine—(a) Lever moving in horizontal plane.* Moving lever more than three-sixteenths inch when in normal position or more than seven-sixteenths inch when in reverse position.

(b) *Lever moving in arc.* Moving lever more than 5°.

(iii) *Power machine—(a) Latch-operated locking.* Raising lever latch block so that bottom thereof is within seven thirty-seconds inch of top of quadrant.

(b) *Lever moving in horizontal plane.* Moving lever more than five-sixteenths inch when in normal position or more than nine-sixteenths inch when in reverse position.

(c) *Lever moving in arc.* Moving lever more than 5°.

(15) In electro-mechanical interlocking machine, locking between electric and mechanical levers shall be maintained so that mechanical lever cannot be operated except when released by electric lever.

(16) Latch shoes, rocker links, and quadrants of Saxby and Farmer machines shall be maintained so that locking will not release if a downward force not exceeding a man's weight is exerted on the rocker while the lever is in the mid-stroke position.

(17) Switch circuit controller connected at the point to switch, derail, or movable-point frog, shall be maintained so that its contacts will not be in position corresponding to switch point closure when switch point is open one-fourth inch or more.

(c) *Inspection and tests.* (1) Mechanical locking in interlocking machine shall be tested when new locking is placed in service or change in locking is made. Complete test shall be made at least once every 4 years.

(2) Approach locking shall be tested at least once a year.

(3) Time locking shall be tested at least once a year.

(4) Route or other type of switch locking shall be tested at least once every three months.

(5) Indication locking for semaphore signals and for switch or lock levers shall be tested at least once a year and for light signals at least once every two years.

(6) Traffic locking shall be tested at least once a year.

(7) Switch obstruction test shall be made at least once a month.

(8) Valve locks on valves of the non-cut-off type, valves, and valve magnets shall be tested at least once every three months.

(9) Cross protection shall be tested at least once every three months.

(10) Time releases and timing relays shall be tested at least once every three months. The timing shall be maintained at not less than 90 percent of the predetermined time interval, which shall be shown on the plans or marked on the time release or relay.

(11) Restoring feature on power switches shall be tested at least once every three months.

(12) Movable bridge locking shall be tested at least once a year.

§ 136.4 Traffic control systems—(a) Standards. (1) The standards prescribed in §§ 136.2 (a) (1)–(3), (5), (6), and 136.3 (a) (3), (7), (10), (11), shall apply to traffic control systems.

(2) Signal governing movement at higher than restricted speed shall be controlled by continuous track circuits. Also, in addition, at controlled point they shall be controlled by control operator, and, at manually operated interlocking, manually in cooperation with control operator.

(3) Signals at a controlled point shall be so interconnected that aspects to proceed cannot be displayed simultaneously for conflicting movements.

(4) Signals at adjacent controlled points shall be so interconnected that aspects to proceed cannot be displayed simultaneously for conflicting movements.

(5) On track signaled for movements in both directions, occupancy of the track between opposing signals at adjacent controlled points shall prevent changing the direction of traffic from that which obtained at the time the track became occupied.

(6) Occupancy of track circuits at controlled points shall be automatically indicated at the control station.

(7) Approach or time locking shall be provided for all controlled signals and for all electric locks on hand-operated switches.

(8) Route locking shall be provided where switches are power operated.

(9) It shall be indicated on the control machine when power-operated switch has completed its movement and is locked.

(10) Each hand-operated switch hereafter installed in main track where train movements are made at speeds exceeding 20 miles per hour shall be electrically locked in normal position. Electric lock may be unlocked either automatically or by the control operator, but only after control circuits of signals governing movements over the switch in each direction have been opened. (See footnote 2.)

(b) *Rules and instructions.* (1) The rules and instructions prescribed in § 136.3 (b) (2), (3), (5)–(9), and (17) shall apply to traffic control systems.

(c) *Inspections and tests.* (1) The inspections and tests prescribed in § 136.3 (c) (2)–(5), (7), (8), (10), and (11) shall apply to traffic control systems.

§ 136.5 Automatic train stop; train control and cab signal systems—(a) Standards. (1) (i) An automatic train stop system may include a device by means of which the automatic application of the brakes can be forestalled.

(ii) Automatic train control system shall include one or more of the following features:

(a) Low-speed restriction, requiring the train to proceed under slow speed after it has either been stopped by an automatic application of the brakes, or under control of the engineer, its speed has been reduced to slow speed, until the apparatus is automatically restored to normal because the condition which caused the restriction no longer affects the movement of the train. (See footnote 4.)

(b) Medium-speed restriction, requiring the train to proceed under medium speed after passing a signal displaying an approach aspect or when approaching a signal requiring a stop, or a stop indication point, in order to prevent an automatic application of the brakes. (See footnote 4.)

(c) Maximum-speed restriction, effecting an automatic brake application whenever the predetermined maximum speed limit is exceeded.

(2) An automatic train stop or train control system shall operate to initiate an automatic brake application at least stopping distance from the entrance to a block, wherein any condition described in § 136.2 (a) (5) obtains, and at each signal requiring a reduction in speed.

(3) An automatic train control system shall operate to initiate an automatic brake application when the speed of the train exceeds the predetermined rate as required by the setting of the speed control mechanism.

(4) An automatic train stop or train control system shall operate in connection with an automatic block signal system and shall be so interconnected with the signal system as to perform its intended function in event of failure of the engineer to obey a signal requiring a reduction in speed.

(5) Proper operative relation between the parts along the roadway and the parts on the locomotive shall obtain under all conditions of speed, weather, wear, oscillation, and shock.

(6) The automatic train stop or train control apparatus shall prevent release of the brakes after automatic application until a reset device has been operated, or the speed of the train has been reduced to a predetermined rate, or the condition that caused the brake application no longer affects the movement of the train. If reset device is used it shall be arranged so that the brakes cannot be released until the train has been stopped, or it shall be located so that it cannot be operated by engineer with-

out leaving his accustomed position in the cab.

(7) The automatic train stop or train control apparatus shall, when operated, cause a full service application of the brakes.

(8) The automatic train stop, train control or cab signal apparatus shall be arranged so as not to interfere with the application of the brakes by means of the brake valves and not to impair the efficiency of the air brake system.

(9) The automatic train stop, train control or cab signal apparatus shall be arranged so that when two or more locomotives are coupled, or a pushing or helping locomotive is used, it can be made operative only on the locomotive from which the brakes are controlled.

(10) The automatic train stop, train control and cab signal apparatus shall be arranged so as to conform to carriers' established clearances for equipment and structures.

(11) The automatic cab signal system shall be arranged so that cab signals will be continuously controlled in accordance with conditions described in § 136.2 (a) (5) that obtain at least stopping distance in advance.

(12) The automatic cab signal system shall be arranged so that when a locomotive enters or is within a block, wherein any condition described in § 136.2 (a) (5) obtains, the cab signals shall indicate "Proceed at Restricted Speed."

(13) The automatic cab signal system shall be arranged so that when the cab signal changes to display a more restrictive aspect, an audible indicator will sound continuously until silenced by manual operation of an acknowledging device.

(14) The automatic cab signal system shall be interconnected with the roadway-signal system so that the cab signal indication will not authorize operation of the train at a speed higher than that authorized by the indication of the roadway signal that governed the movement of a train into a block except when conditions affecting movement of trains in the block change after the train passes the signal. (See footnote 2.)

(15) The cab signals shall be plainly visible to members of the locomotive crew from their stations in the cab.

(16) The cab indicator shall have a distinctive sound which will be clearly audible throughout the cab under all operating conditions.

(b) *Rules and instructions; roadway.*

(1) When a roadway element, except track circuit of automatic train stop, train control or cab signal system is not functioning as intended, the signal associated with such roadway element shall be caused manually to display its most restrictive aspect until such element has been restored to normal operative condition.

(2) Insulation resistance between roadway inductor or magnet winding and ground shall be maintained at not less than 10,000 ohms.

(3) When a facing point hand-operated switch is open one-fourth inch or more, or a trailing point hand-operated switch three-eighths inch or more, or hand-operated switch is not locked

where facing point lock with circuit controller is used, the resultant restrictive condition of an automatic train stop or train control device of the continuous type or the resultant restrictive cab signal indication of an automatic cab signal device on an approaching locomotive shall be maintained to within 300 feet of the points of the switch.

(4) Inductor of the inert roadway element type shall be maintained with the inductor pole faces at a height above the plane of the tops of the rails, and with its inner edge at a horizontal distance from the gage side of the nearest running rail, in accordance with specifications of the carrier on file with the Commission.

(5) Ramp of automatic train stop device shall be maintained with its contact surface at its highest point at a height above the plane of the tops of the rails, and with its center line at a horizontal distance from the gage side of the nearest running rail, in accordance with specifications of the carrier on file with the Commission.

(6) Trip arm of automatic train stop device when in stop position shall be maintained at a height above the plane of the tops of the rails, and at a horizontal distance from its center line to gage side of the running rail, in accordance with specifications of the carrier on file with the Commission.

(7) No railroad shall use strap iron inductor, short ramp, or other roadway element with characteristics differing from its standard type, on track where speed higher than restricted speed is permitted.

(8) Track magnet located between the rails of a track shall not extend above the plane of the tops of the rails.

(9) Where trains are not required to stop at the entrance to equipped territory, except when leaving yards and stations and speed until entering equipped territory does not exceed restricted speed, the automatic train stop, train control, or cab signal device shall be operative at least stopping distance from the entrance to such territory except where the approach thereto is governed by automatic approach signal. (See footnote 2.)

(c) *Rules and instructions; locomotive.* (1) The voltage of power supply shall be maintained within 10 percent of rated voltage.

(2) Insulation resistance between wiring and ground shall be not less than the following:

Continuous inductive automatic train stop, train control, and cab signal systems—250,000 ohms.

Intermittent inductive automatic train stop systems—20,000 ohms.

(3) Seal or lock shall be maintained on any device, other than the double heading cock, by means of which operation of the pneumatic portion of the apparatus can be cut out.

(4) The equalizing-reservoir pressure or brake-pipe pressure reduction during an automatic brake application shall be at a rate not less than that which results from a manual service application.

(5) Receiver coil which has been repaired or rewound shall have the same operating characteristics which it pos-

sessed originally or as currently specified for new equipment.

(6) Change in adjustment of relay shall be made only in a shop equipped for that purpose except when receiver coils, electro-pneumatic valve, or other essential part of the equipment is replaced. Irregularities in power-supply voltage or other variable factors in the circuit shall not be compensated for by adjustment of the relay.

(7) Receiver of intermittent inductive automatic train stop device of the inert roadway element type shall be maintained with bottom of the receiver at a height above the plane of the tops of the rails, and with its outer edge at a horizontal distance from the gage side of the nearest rail, in accordance with specifications of the carrier on file with the Commission.

(8) Contact face of shoe of automatic train stop and train control device shall be maintained at a height above the plane of the tops of the rails, and with center line of shoe at a horizontal distance from the gage side of the nearest rail, in accordance with specifications of the carrier on file with the Commission.

(9) Receiver of intermittent magnetic inductive automatic train stop device shall be maintained with lower surface of receiver at a height above the plane of the tops of the rails, in accordance with specifications of the carrier on file with the Commission.

(10) Contact element of automatic train stop device of the mechanical trip type shall be maintained at a height above the plane of the tops of the rails, and at a horizontal distance from the gage side of the rail, in accordance with specifications of the carrier on file with the Commission.

(11) Safety chain or safety hanger provided for receiver of continuous inductive automatic train stop, train control or cab signal device shall clear receiver core one inch or more.

(12) The minimum rail current required to restore the locomotive equipment of continuous inductive automatic train stop or train control device to normal condition or to obtain a proceed indication of automatic cab signal device (pick-up) shall be in accordance with specifications of the carrier on file with the Commission.

(13) Delay time of automatic train stop or train control system shall not exceed 8 seconds and the spacing of signals to meet the requirements of § 136.1 (b) (4) shall take into consideration the delay time.

(14) Acknowledging time of intermittent automatic train stop device shall be not more than 20 seconds.

(15) Where provision is made for preventing the operation of the pneumatic brake-applying apparatus of an automatic train stop or train control device when the double-heading cock is placed in double-heading position, the automatic train stop or train control device shall not be cut out before communication is closed between the engineman's automatic brake valve and the brake pipe, when operating double-heading cock toward double-heading position.

(16) The locomotive from which brakes are controlled, of each train op-

erating in automatic train stop, train control, or cab signal territory shall be equipped with apparatus responsive to the roadway equipment installed on all or any part of the route traversed, and such apparatus shall be in operative condition. (See footnote 2.)

(17) Where an automatic train stop, train control, or cab signal device fails and/or is cut-out en route, train may proceed at restricted speed or if an automatic block signal system is in operation according to signal indication but not to exceed medium speed, to the next available point of communication where report must be made to a designated officer. Where no automatic block signal system is in use train shall be permitted to proceed at restricted speed or where automatic block signal system is in operation according to signal indication but not to exceed medium speed to a point where absolute block can be established. Where an absolute block is established in advance of and for the train on which the device is inoperative and an automatic block signal system is not in use, train may proceed at medium speed and where an automatic block signal system is in operation, train may proceed on signal indications but not to exceed 80 miles per hour.

(18) If for any reason a cab signal authorizes a speed different from that authorized by a roadway signal, when a train enters the block governed by such roadway signal, the lower speed shall not be exceeded.

(d) *Inspections and tests; roadway.*

(1) Roadway elements, including those for test purposes, shall be gaged monthly for height and alignment, and shall be tested at least once every six months.

(2) Test, acknowledgement and cut-in circuits shall be tested at least once every six months.

(e) *Inspections and tests; locomotives.*

(1) The automatic train stop, train control, or cab signal apparatus on each locomotive operating in equipped territory shall be inspected and tested either once every 24 hours or within 24 hours before departure upon each trip, except that such inspection and tests of the automatic train stop, train control or cab signal equipment on Diesel-electric and electric locomotives shall not be required: *Provided*, That periodic tests be made on such locomotives each 6,000 miles, or at intervals of not more than 2 months, whichever shall occur first. (See footnote 2.)

(2) A test of the automatic train stop, train control, or cab signal apparatus on each locomotive, except locomotives and multiple-unit cars equipped with mechanical trip stop, shall be made over track elements or test circuits on departure of locomotive from its initial terminal and, if locomotive apparatus is cut-out between initial terminal and equipped territory, immediately prior to entering equipped territory, to determine if such apparatus is in service and is functioning properly. If such departure test is made by an employee other than engineman, the engineman shall be informed of the results of such test and a record kept thereof.

(3) Except as provided in subparagraph (1) of this paragraph, periodic

tests of the automatic train stop, train control or cab signal apparatus shall be made at least once every three months, and on multiple-unit cars as specified by the carrier, subject to approval by the Commission.

(4) At least once every 4 years each relay shall be removed from service, subjected to thorough test, necessary repairs and adjustment made, and shall not be replaced in service unless its operating characteristics are in accordance with the limits within which such relay is designed to operate.

(5) Automatic train stop, train control, or cab signal pneumatic apparatus shall be inspected and cleaned at least once every six months.

§ 136.6 Dragging equipment and slide detectors and other similar protective devices. (a) Signals controlled by devices used to provide protection against unusual contingencies, such as landslides, dragging equipment, burned bridges or trestles and washouts shall be located so that stopping distance will be provided between the signal and the point where it is necessary to stop the train.

(b) Where these devices are in use in automatic block signal territory they shall be arranged to operate in conjunction with the automatic block signal system. (See footnote 2.)

§ 136.7 Definitions. For the purpose of these rules, standards, and instructions, the following definitions will apply:

Application, brake; full service. An application of the brakes resulting from a continuous or a split reduction in brake pipe pressure at a service rate until maximum brake cylinder pressure is developed. As applied to an automatic or electro-pneumatic brake with speed governor control, an application other than emergency which develops the maximum brake cylinder pressure, as determined by the design of the brake equipment for the speed at which the train is operating.

Arm, semaphore. The part of a semaphore signal displaying an aspect. It consists of a blade fastened to a spectacle.

Aspect. The appearance of a roadway signal conveying an indication as viewed from the direction of an approaching train; the appearance of a cab signal conveying an indication as viewed by an observer in the cab.

Aspect, phantom signal. An aspect displayed by a light signal, different from the aspect intended, caused by light from an external source being reflected by the optical system of the signal.

Bar, locking. A bar in an interlocking machine to which the locking dogs are attached.

Bed, locking. That part of an interlocking machine that contains or holds the tappets, locking bars, cross-locking, dogs and other apparatus used to interlock the levers.

Blade, semaphore. The extended part of a semaphore arm which shows the position of the arm.

Block. A length of track of defined limits, the use of which by trains is

governed by block signals, cab signals, or both.

Block, absolute. A block in which no train is permitted to enter while it is occupied by another train.

Block, latch. The lower extremity of a latch rod which engages with a square shoulder of the segment or quadrant to hold the lever in position.

Bond, rail joint. A metallic connection attached to adjoining rails to insure electrical conductivity.

Brake pipe. A pipe running from the engineman's brake valve through the train, used for the transmission of air under pressure to charge and actuate the automatic brake equipment and charge the reservoirs of the electro-pneumatic brake equipment on each vehicle of the train.

Bridge, movable. That section of a structure bridging a navigable waterway so designed that it may be displaced to permit passage of traffic on the waterway.

Cab. The compartment of a locomotive from which the propelling power and power brakes of the train are manually controlled.

Chain, safety. A chain provided for the purpose of preventing the receiver of a continuous inductive automatic train stop, train control or cab signal device from falling should it become detached from its normal support.

Changer, pole. A device by which the direction of current flow in an electrical circuit may be changed.

Characteristics, operating. As applied to electrical apparatus, the measure of the electrical values at which the apparatus operates. (Drop-away, pick-up, working value, etc.)

Chart, dog. A diagrammatic representation of the mechanical locking of an interlocking machine, used as a working plan in making up, assembling and fitting the locking.

Circuit, acknowledgment. A circuit consisting of wire or other conducting material installed between the track rails at each signal in territory where an automatic train stop system or cab signal system of the continuous inductive type with 2-indication cab signals is in service, to enforce acknowledgement by the engineman at each signal displaying an aspect requiring a stop.

Circuit, common return. A term applied where one wire is used for the return of more than one electric circuit.

Circuit, control. An electrical circuit between a source of electric energy and a device which it operates.

Circuit, cut-in. A roadway circuit at the entrance to automatic train stop, train control or cab signal territory by means of which locomotive equipment of the continuous inductive type is actuated so as to be in operative condition.

Circuit, double wire; line. An electric circuit not employing a common return wire; a circuit formed by individual wires throughout.

Circuit, shunt fouling. The track circuit in the fouling section of a turn-out, connected in multiple with the track circuit in the main track.

Circuit, switch shunting. A shunting circuit which is closed through contacts of a switch circuit controller.

Circuit, track. An electrical circuit of which the rails of the track form a part.

Circuit, track; coded. A track circuit in which the energy is varied or interrupted periodically.

Circuit, trap. A term applied to a circuit used where it is desirable to provide a track circuit but where it is impracticable to maintain a track circuit.

Cock, double heading. A manually operated valve by means of which the control of brake operation is transferred to the leading locomotive.

Coil, receiver. Concentric layers of insulated wire wound around the core of a receiver of an automatic train stop, train control or cab signal device on a locomotive.

Controller, circuit. A device for opening and closing electric circuits.

Controller, circuits; switch. A device for opening and closing electric circuits, operated by a rod connected to a switch, derail or movable-point frog.

Current, foreign. A term applied to stray electric currents which may affect a signaling system, but which are not a part of the system.

Current of traffic. The movement of trains on a specified track in a designated direction.

Current, leakage. A stray electric current of relatively small value which flows through or across the surface of insulation when a voltage is impressed across the insulation.

Cut-section. A location other than a signal location where two adjoining track circuits end within a block.

Cut-section, relayed. A cut-section where the energy for one track circuit is supplied through front contacts or through front and polar contacts of the track relay for the adjoining track circuit.

Detector, point. A circuit controller which is part of the switch operating mechanism and operated by a rod connected to a switch, derail or movable point frog to indicate that the point is within a specified distance of the stock rail.

Device, acknowledging. A manually operated electric switch or pneumatic valve by means of which, on a locomotive equipped with an automatic train stop or train control device, an automatic brake application can be forestalled, or by means of which, on a locomotive equipped with an automatic cab signal device, the sounding of the cab indicator can be silenced.

Device, reset. A device whereby the brakes may be released after an automatic train control brake application.

Distance, stopping. The maximum distance on any portion of any railroad which any train operating on such portion of railroad at its maximum authorized speed, will travel during a full service application of the brakes, between the point where such application is initiated and the point where the train comes to a stop.

Dog, locking. A steel block attached to a locking bar or tappet of an interlocking machine, by means of which locking between levers is accomplished.

Dog, swing. A locking dog mounted in such a manner that it is free to rotate

on a trunnion which is riveted to a locking bar.

Element, contact. See Receiver.

Element, roadway. That portion of the roadway apparatus of automatic train stop, train control or cab signal system, such as electric circuit, inductor, magnet, ramp or trip arm to which the locomotive apparatus of such system is directly responsive.

Face, locking. The locking surface of a locking dog, tappet or cross locking of an interlocking machine.

Feature, restoring. An arrangement on a power operated switch movement by means of which power is applied to restore the switch movement to full normal or to full reverse position, before the driving bar creeps sufficiently to unlock the switch, with control lever in normal or reverse position.

Foretell. As applied to an automatic train stop or train control device, to prevent an automatic brake application by operation of an acknowledging device or by manual control of the speed of the train.

Hanger, safety. A rigid member provided for the purpose of preventing the receiver of a continuous inductive automatic train stop, train control or cab signal device from falling should it become detached from its normal support.

Indication. The information conveyed by the aspect of a signal.

Inductor. See Element, roadway.

Interlocking, automatic. An arrangement of signals, with or without other signal appliances, which function through the exercise of inherent powers as distinguished from those whose functions are controlled manually and which are so interconnected by means of electric circuits that their movements must succeed each other in proper sequence, train movements over all routes being governed by signal indication.

Interlocking, manual. An arrangement of signals and signal appliances operated from an interlocking machine and so interconnected by means of mechanical and/or electric locking that their movements must succeed each other in proper sequence, train movements over all routes being governed by signal indication.

Joint, rail; insulated. A joint in which electrical insulation is provided between adjoining rails.

Limit, interlocking. The tracks between the opposing home signals of an interlocking.

Line, open-wire. An overhead wire line consisting of single conductors as opposed to multiple-conductor cables.

Link, rocker. That portion of an interlocking machine which transmits motion between the latch and the universal link.

Lock, bolt. A mechanical lock so arranged that if a switch, derail or movable-point frog is not in the proper position for a train movement, the signal governing that movement cannot display an aspect to proceed; and that will prevent a movement of the switch, derail or movable-point frog unless the signal displays its most restrictive aspect.

Lock, electric. A device to prevent or restrict the movement of a lever, a switch or a movable bridge, unless the locking member is withdrawn by an

electrical device, such as an electromagnet, solenoid or motor.

Lock, electric; forced drop. An electric lock in which the locking member is mechanically forced down to the locked position.

Lock, facing point. A mechanical lock for a switch, derail or movable-point frog, comprising a plunger stand and a plunger which engages a lock rod attached to the switch point to lock the operated unit.

Locking, approach. Electric locking effective while a train is approaching, within a specified distance, a signal displaying an aspect to proceed, and which prevents, until after the expiration of a predetermined time interval after such signal has been caused to display its most restrictive aspect, the movement of any interlocked or electrically locked switch, movable-point frog, or derail in the route governed by the signal, and which prevents an aspect to proceed from being displayed for any conflicting route.

Locking, electric. The combination of one or more electric locks and controlling circuits by means of which levers of an interlocking machine, or switches or other units operated in connection with signaling and interlocking, are secured against operation under certain conditions.

Locking, indication. Electric locking which prevents manipulation of levers that would result in an unsafe condition for a train movement if a signal, switch, or other operative unit fails to make a movement corresponding to that of its controlling lever, or which directly prevents the operation of a signal, switch, or other operative unit, in case another unit which should operate first fails to make the required movement.

Locking, latch operated. The mechanical locking of an interlocking machine which is actuated by means of the lever latch.

Locking, lever operated. The mechanical locking of an interlocking machine which is actuated by means of the lever.

Locking, mechanical. An arrangement of locking bars, dogs, tappets, cross locking and other apparatus by means of which interlocking is effected between the levers of an interlocking machine and so interconnected that their movements must succeed each other in a predetermined order.

Locking, movable bridge. The rail locks, bridge locks, bolt locks, circuit controllers, and electric locks used in providing interlocking protection at a movable bridge.

Locking, route. Electric locking, effective when a train passes a signal displaying an aspect for it to proceed, which prevents the movement of any switch, movable-point frog, or derail in advance of the train within the route entered. It may be so arranged that as a train clears a track section of the route, the locking affecting that section is released.

Locking, time. A method of locking, either mechanical or electrical, which, after a signal has been caused to display an aspect to proceed, prevents, until after the expiration of a predetermined time interval after such signal has been caused to display its most re-

strictive aspect, the operation of any interlocked or electrically locked switch, movable-point frog, or derail in the route governed by that signal, and which prevents an aspect to proceed from being displayed for any conflicting route.

Locking, traffic. Electric locking which prevents the manipulation of levers or other devices for changing the direction of traffic on a section of track while that section is occupied or while a signal displays an aspect for a movement to proceed into that section.

Locomotive. A self-propelled unit of equipment which can be used in train service.

Machine, control. An assemblage of manually operated devices for controlling the functions of a traffic control system; it may include a track diagram with indication lights.

Machine, interlocking. An assemblage of manually operated levers or other devices for the control of signals, switches or other units.

Magnet, track. See Element, roadway.

Movements, conflicting. Movements over conflicting routes.

Movement, facing. The movement of a train over the points of a switch which face in a direction opposite to that in which the train is moving.

Movement, switch-and-lock. A device, the complete operation of which performs the three functions of unlocking, operating and locking a switch, movable-point frog or derail.

Movement, trailing. The movement of a train over the points of a switch which face in the direction in which the train is moving.

Operator, control. An employee assigned to operate the control machine of a traffic control system.

Piece, driving. A crank secured to a locking shaft by means of which horizontal movement is imparted to a longitudinal locking bar.

Plate, top. A metal plate secured to a locking bracket to prevent the cross locking from being forced out of the bracket.

Plunger, facing point lock. That part of a facing point lock which secures the lock rod to the plunger stand when the switch is locked.

Point, clearance. The location on a turnout at which the carrier's specified clearance is provided between tracks.

Point, controlled. A location where signals and/or other functions of a traffic control system are controlled from the control machine.

Point, stop-indication. As applied to an automatic train stop or train control system without the use of roadway signals, a point where a signal displaying an aspect requiring a stop would be located.

Position, deenergized. The position assumed by the moving member of an electromagnet device when the device is deprived of its operating current.

Position, false restrictive. A position of a semaphore arm that is more restrictive than it should be.

Principle, closed circuit. The principle of circuit design where a normally energized electric circuit which, on being interrupted or deenergized, will cause the controlled function to assume its most restrictive condition.

Protection, cross. An arrangement to prevent the improper operation of a signal, switch, movable-point frog, or derail as the result of a cross in electrical circuits.

Ramp. See *Element, roadway*.

Receiver. A device on a locomotive, so placed that it is in position to be influenced inductively or actuated by an automatic train stop, train control or cab signal roadway element.

Relay, timing. A relay which will not close its front contacts or open its back contacts, or both, until the expiration of a definite time interval after the relay has been energized.

Release, time. A device used to prevent the operation of an operative unit until after the expiration of a predetermined time interval after the device has been actuated.

Release value. The electrical value at which the movable member of an electromagnet device will move to its de-energized position.

Reservoir, equalizing. An air reservoir connected with and adding volume to the top portion of the equalizing piston chamber of the automatic brake valve, to provide uniform service reductions in brake pipe pressure regardless of the length of the train.

Rocker. See *Link, rocker*.

Rod, lock. A rod, attached to the front rod or lug of a switch, movable-point frog or derail, through which a locking plunger may extend when the switch points or derail are in the normal or reverse position.

Rod, up-and-down. A rod used for connecting the semaphore arm to the operating mechanism of a signal.

Route. The course or way which is, or is to be, traveled.

Routes, conflicting. Two or more routes, opposing, converging or intersecting, over which movements cannot be made simultaneously without possibility of collision.

Route, interlocked. A route within interlocking limits.

Section, dead. A section of track, either within a track circuit or between two track circuits, the rails of which are not part of a track circuit.

Section, fouling. The section of track between the switch points and the clearance point in a turnout.

Sheet, locking. A description in tabular form of the locking operations in an interlocking machine.

Shoe. See *Receiver*.

Shoe, latch. The casting by means of which the latch rod and the latch block are held to a lever of a mechanical interlocking machine.

Shunt. A by-path in an electrical circuit.

Signal, approach. A roadway signal used to govern the approach to another signal and if operative so controlled that its indication furnishes advance information of the indication of the next signal.

Signal, block. A roadway signal operated either automatically or manually at the entrance to a block.

Signal, cab. A signal located in engineman's compartment or cab, indicating a condition affecting the movement of a train and used in conjunction with

interlocking signals and in conjunction with or in lieu of block signals.

Signal, home. A roadway signal at the entrance to a route or block to govern trains in entering and using that route or block.

Signal, interlocking. A roadway signal which governs movements into or within interlocking limits.

Signals, opposing. Roadway signals which govern movements in opposite directions on the same track.

Signal, slotted mechanical. A mechanically operated signal with an electromagnetic device inserted in its operating connection to provide a means of controlling the signal electrically, as well as mechanically.

Spectacle, semaphore arm. That part of a semaphore arm which holds the roundels and to which the blade is fastened.

Speed, medium. A speed not exceeding 40 miles per hour.

Speed, restricted. A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Speed, slow. A speed not exceeding 20 miles per hour.

Station, control. The place where the control machine of a traffic control system is located.

Stop. As applied to mechanical locking, a device secured to a locking bar to limit its movement.

Superiority of trains. The precedence conferred upon one train over other trains by train order or by reason of its class or the direction of its movement.

Switch, electro-pneumatic. A switch operated by an electro-pneumatic switch-and-lock movement.

Switch, facing point. A switch, the points of which face traffic approaching in the direction for which the track is signaled.

Switch, hand-operated. A non-interlocked switch which can only be operated manually.

Switch, interlocked. A switch within the interlocking limits, the control of which is interlocked with other functions of the interlocking.

Switch, sectionalizing. A switch for disconnecting a section of a power line from the source of energy.

Switch, spring. A switch equipped with a spring device which forces the points to their original position after being trailed through and holds them under spring compression.

Switch, trailing point. A switch, the points of which face away from traffic approaching in the direction for which the track is signaled.

System, automatic block signal. A block signal system wherein the use of each block is governed by an automatic block signal, cab signal, or both.

System, automatic train control. A system so arranged that its operation will automatically result in the following:

A full service application of the brakes which will continue either until the train is brought to a stop, or, under control of the engineman, its speed is reduced to a predetermined rate.

When operating under a speed restriction, an application of the brakes when the speed of the train exceeds the predetermined rate

and which will continue until the speed is reduced to that rate.

System, automatic train stop. A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

System, block signal. A method of governing the movement of trains into or within one or more blocks by block signals or cab signals.

System, traffic control. A block signal system under which train movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Terminal, initial. The starting point of a locomotive for a trip.

Time, acknowledging. As applied to an intermittent automatic train stop system, a predetermined time within which an automatic brake application may be forestalled by means of the acknowledging device.

Time, delay. As applied to an automatic train stop or train control system the time which elapses after an automatic brake application is initiated until the brakes start to apply.

Train. A locomotive or more than one locomotive coupled, with or without cars.

Train, opposing. A train, the movement of which is in a direction opposite to and toward another train on the same track.

Trip. A movement of a locomotive over all or any portion of automatic train stop, train control or cab signal territory between the terminals for that locomotive; a movement in one direction.

Trip-arm. See *Element, roadway*.

Trunking. A casing used to protect electrical conductors.

Trunnion. A cylindrical projection supporting a revolving part.

Valve, electro-pneumatic. A valve electrically operated which, when operated, will permit or prevent passage of air.

Wire, shunt. A wire forming part of a shunt circuit.

FOOTNOTES

1. Existing installations shall be brought into conformity with the requirements of §§ 136.1 (a) (9), (14), (c) (7), 136.3 (a) (1), (3) and (9) on or before two years from date of this order.

2. Relief from the requirements of §§ 136.1 (a) (12), (b) (1), 136.3 (a) (1), (2), (14), 136.4 (a) (10), 136.5 (a) (14), (b) (9), (c) (16), (e) (1), 136.6 (b) will be granted upon an adequate showing by an individual carrier.

3. Relief from the requirement of § 136.3 (a) (8) will be granted upon an adequate showing by an individual carrier, to allow opposing signals on the same track simultaneously to display aspects to proceed through an interlocking which is unintended: *Provided*, That train movements in opposite directions on the same track between stations on either side of the interlocking are not permitted at the same time.

4. Relief from the requirements of §§ 136.5 (a) (1) (ii) (a) and 136.5 (a) (1) (ii) (b) will be granted, insofar as speed limits fixed by definitions of Slow and Medium speeds are concerned, upon an adequate showing by an individual carrier where automatic train control systems now in service enforce speed restrictions higher than those required by these definitions.

5. Existing installations on each railroad, which do not conform to the requirements of §§ 136.1 (b) (5), 136.2 (a) (4), 136.3 (a) (2) and (13) on the date of this order, shall be brought into conformity with such sections in accordance with the following schedule:

Not less than 20 percent on or before _____ (one year from date of order).

Not less than 40 percent on or before _____ (two years from date of order).

Not less than 60 percent on or before _____ (three years from date of order).

Not less than 80 percent on or before _____ (four years from date of order).

The remainder on or before _____ (five years from date of order).

**Appendix B—Special Rules of Practice
Applicable in Docket Ex Parte No.
171**

In addition to the general rules of practice, the following special rules will govern these proceedings.

1. *Submission of evidence in written form with affidavit attached.* The Commission desires that all evidence be submitted in written form with affidavits attached. Exhibits may be attached to the written statements, and such exhibits should conform to the general rules of practice, particularly to Rules 81 to 84, inclusive. All evidence of each witness that is submitted in exhibit form should, so far as practicable, be incorporated in

a single exhibit. The written evidence, with or without exhibits attached, will be referred to as verified statements, and each verified statement will be assigned a serial number by the Commission.

2. *Evidence-in-chief.* Evidence-in-chief of all parties should be submitted in the form of verified statements as provided in paragraph 1. Such verified statements, with accompanying exhibit or exhibits, should be made available to the Commission by filing 25 copies thereof with the Secretary of the Commission on or before March 15, 1950. Copies of such verified statements of the railroads should be made available to the parties by mailing a copy to any person who duly makes a request therefor to L. E. Dale, Association of American Railroads, Transportation Building, Washington, D. C., on or before March 15, 1950. Parties other than the railroads will be expected to furnish the railroads with twenty-five (25) copies of all verified statements, such copies to be sent to L. E. Dale at the address above specified, and to also furnish a copy thereof to any other party who may make a request therefor to the Secretary of the Commission on or before February 15, 1950. A list of the parties upon whom copies of verified statements should be served will be furnished the parties by the Secretary.

3. *Objections to evidence.* Notice of objections to receipt in evidence of any

verified statement or any part thereof should be filed with the Secretary of the Commission on or before April 1, 1950. If the evidence is submitted on behalf of the railroads, a copy of the notice should be immediately mailed to L. E. Dale; if the evidence is submitted on behalf of any other party, a copy of the notice should be immediately mailed to the witness or his attorney.

4. *Rebuttal evidence.* Evidence on rebuttal by any party must be designated as such, and filed with the Secretary of the Commission on or before April 15, 1950, even if the original evidence is objected to as provided in paragraph 3 hereof. Its presentation and distribution will be governed by the rules set forth in paragraphs 1 and 2 hereof.

5. *Cross-examination of witnesses.* If cross-examination of a witness is desired by any party written request therefor must be given to the Secretary of the Commission and to the witness, or his authorized attorney on or before April 15, 1950. The Commission will fix the time and place for cross-examination.

6. *Record.* The evidence presented and admitted pursuant to the provisions of the foregoing paragraphs of these special rules shall constitute the entire record in these proceedings upon which decision will be made.

[F. R. Doc. 50-225; Filed, Jan. 10, 1950; 8:48 a. m.]

NOTICES

DEPARTMENT OF COMMERCE

Bureau of the Census

ANNUAL SURVEYS OF SPECIFIED MANUFACTURED PRODUCTS

DETERMINATIONS

In conformity with the act of Congress approved June 19, 1948, 62 Stat. 478, and due notice of consideration having been published (14 F. R. 6861, Nov. 15, 1949) pursuant to said act, I have determined that annual data relating to the industries listed below are needed to aid the efficient performance of essential governmental functions and have significant application to the needs of the public and industry and are not publicly available from nongovernmental or other governmental sources.

The industries listed below are significant in the textile, furniture, glass, and machinery and equipment areas of manufacturing. The establishments in these industries directly employ more than half a million persons and, indirectly through their demands upon other industries for materials and services, provide jobs for many times that number. Information on the output of these industries is necessary to an adequate measurement of total industrial production. Government agencies need data on the production of these industries. Manufacturers in the industries involved, as well as their suppliers and customers and the general public, have

also requested such data in the interest of business efficiency and stability.

Information will be collected annually, beginning in 1950, covering each preceding calendar year from all establishments engaged in the production of the following products:

Cotton and rayon woven goods, finished.
Household furniture and bedding products.
Pressed and blown glassware.
Refractories.
Farm machines and equipment.
Farm pumps.
Tractors.
Machine tools.
Steel boilers.
Electric lamps.
Air conditioning and commercial refrigeration equipment.

In addition, inventory data will be obtained from persons and organizations having ownership of wool and related fibers in excess of 10,000 pounds.

The report forms will require information on shipments and/or production from all manufacturers of the products listed above. In addition, for "Refractories" and "Electric lamps," inventory data will be obtained. For "Steel boilers," orders booked will be required instead of production or shipments. Owners of wool and related fibers will be asked to report their holdings, by grade and origin, as of the first quarter of each year.

The above information will be required of all establishments of the types described above, and the report forms will

be sent each year to companies operating such establishments. Blank copies of the forms to be used are available to the producers of the listed commodities on request to the Director of the Census, Washington 25, D. C.

I have, therefore, directed that annual surveys be conducted for the purpose of collecting the data hereinabove described.

Dated: December 16, 1949.

[SEAL]

P. M. HAUSER,
Acting Director.

Approved:

C. V. WHITNEY,
Acting Secretary of Commerce.

[F. R. Doc. 50-241; Filed, Jan. 10, 1950; 8:57 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 2832 et al.]

MICHIGAN-WISCONSIN SERVICE CASE

NOTICE OF CHANGE OF PLACE OF HEARING

In the matter of applications under section 401 of the Civil Aeronautics Act of 1938, as amended, for certificates of public convenience and necessity authorizing scheduled air transportation of persons, property, and mail, and under section 408 for approval of certain control relationships.

Notice is hereby given that the hearing in the above-entitled proceeding which

was assigned to be held in Washington, D. C., on January 16, 1950, is reassigned to be held on the same date at 10:00 a. m., c. s. t., at the City Hall in Marquette, Michigan, before Examiner R. Vernon Radcliffe.

Dated at Washington, D. C., January 6, 1950.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 50-255; Filed, Jan. 10, 1950;
8:56 a. m.]

[Docket No. 3717 et al.]

EXPRESO AEREO INTERAMERICANO, S. A.,
ET AL.; CUBA-FLORIDA AIR CARRIER PERMIT CASE

NOTICE OF HEARING

In the matter of the applications of Expreso Aereo Interamericano, S. A., Docket No. 3717; Servicios Aereos, S. A., Docket No. 3826; Aerovias "Q," S. A., Dockets Nos. 3258, 3461, and 4048; Cuba Aeropostal, S. A., Docket No. 3543; and Compania Cubana de Aviacion, S. A., Docket No. 3684, all filed under section 402 of the Civil Aeronautics Act of 1938, as amended, for authority to engage in scheduled and nonscheduled air transportation of persons, property, and mail between Havana, Cuba, and points in Florida, either on a temporary or permanent basis.

Notice is hereby given, pursuant to the Civil Aeronautics Act of 1938, as amended, particularly sections 402 and 801 of said act, that a hearing in the above-entitled proceeding is assigned to be held on January 23, 1950, at 10:00 a. m., e. s. t., in the East Room of the Shoreham Hotel, 2500 Calvert Street NW., Washington, D. C., before Examiner Paul N. Pfeiffer.

Without limiting the scope of the issues presented by said applications, particular attention will be directed to the following questions:

I. Whether each of the applicants is fit, willing, and able, within the meaning of section 402 (b) of the act, to perform the foreign air transportation covered by its application, and to conform to the provisions of the act and the rules, regulations, and requirements of the Board thereunder.

II. Whether the air transportation proposed in any of the following applications will be in the public interest as defined in section 2 and as required in section 402 (b) of the act:

(1) Application of Aerovias "Q," S. A., in Docket No. 4048, for renewal of its foreign air carrier permit authorizing foreign air transportation of persons, property, and mail between Havana, Cuba, and Key West, Fla., to a period of 3 years or such time as the Board may deem appropriate.

(2) Applications of Aerovias "Q," S. A., in Dockets Nos. 3461 and 3258, for permanent or temporary foreign air carrier permits authorizing scheduled and nonscheduled air transportation of persons, property, and mail between Havana,

Cuba, and Miami, Fla., and between Havana, Cuba, and St. Petersburg or Tampa, Fla.

(3) Application of Compania Cubana de Aviacion, S. A., for a permanent extension of its foreign air carrier permit authorizing air transportation of persons, property, and mail between Havana, Cuba, and Miami, Fla.

(4) Application of Cuba Aeropostal, S. A., in Docket No. 3543, for a foreign air carrier permit authorizing scheduled and nonscheduled air transportation of passengers, property, and mail between Havana, Cuba, and Miami, Fla., with alternate landing fields at West Palm Beach, Fort Myers, and Key West, Fla.

(5) Application of Expreso Aereo Interamericano, S. A., in Docket No. 3717, for renewal, either on a temporary or permanent basis, of its foreign air carrier permit authorizing scheduled air transportation of persons, property, and mail from Havana, Cuba, to Miami, Fla., and persons and property from Miami, Fla., to Havana, Cuba.

(6) Application of Servicios Aereos, S. A., in Docket No. 3826, for a permanent or temporary foreign air carrier permit authorizing scheduled and nonscheduled foreign air transportation of passengers, property, and mail between Havana, Cuba, on the one hand, and the coterminal points Miami and Tampa-St. Petersburg, Fla., on the other.

Notice is further given that any person desiring to be heard in this proceeding must file with the Board, on or before January 23, 1950, a statement setting forth the issues of fact or law raised by said applications which he desires to controvert.

For further details of the service proposed and authorizations requested, interested parties are referred to the applications on file with the Civil Aeronautics Board.

Dated at Washington, D. C., January 6, 1950.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 50-256; Filed, Jan. 10, 1950;
8:56 a. m.]

FEDERAL POWER COMMISSION

[Docket No. E-6107]

ARIZONA EDISON CO., INC.

NOTICE OF ORDER AUTHORIZING EXTENSION OF TIME FOR USE AND MAINTENANCE OF INTERCONNECTIONS FOR EMERGENCY PURPOSES ONLY

JANUARY 5, 1950.

Notice is hereby given that on December 23, 1949, the Federal Power Commission issued its order entered December 20, 1949, in the above-designated matter, authorizing extension of time for use and maintenance of interconnections for emergency purposes only until December 31, 1950.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-233; Filed, Jan. 10, 1950;
8:52 a. m.]

[Docket No. E-6238]

BURKE-DIVIDE ELECTRIC COOPERATIVE, INC.

NOTICE OF APPLICATION FOR AUTHORIZATION TO EXPORT ELECTRIC ENERGY

JANUARY 5, 1950.

Notice is hereby given that pursuant to the provisions of section 202 (e) of the Federal Power Act, 16 U. S. C. 791a-825r, Burke-Divide Electric Cooperative, Inc., on October 3, 1949, as amended November 16, 1949, and December 27, 1949, filed with the Federal Power Commission an application for authorization by the Commission to export electric energy from a point near Noonan, North Dakota, to the adjacent Canadian Customs and Immigration Office in the Province of Saskatchewan, Canada, in quantities up to 7,000 kwh annually at a rate of supply not to exceed 10 kw.

Any person desiring to be heard or to make any protest with reference to the proposed application should, on or before January 26, 1950, file with the Federal Power Commission a petition or protest in accordance with the Commission's rules of practice and procedure.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-237 Filed, Jan. 10, 1950;
8:53 a. m.]

[Docket No. E-6253]

KENTUCKY UTILITIES CO.

NOTICE OF ORDER APPROVING ACQUISITION AND MERGER OF FACILITIES

JANUARY 5, 1950.

Notice is hereby given that on December 30, 1949, the Federal Power Commission issued its order entered on December 20, 1949, in the above-designated matter, approving acquisition and merger of facilities of Kentucky Electric Power Company by the Kentucky Utilities Company.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-234; Filed, Jan. 10, 1950;
8:52 a. m.]

[Docket No. G-890]

CHICAGO DISTRICT PIPELINE CO.

NOTICE OF SUPPLEMENTAL AND AMENDATORY APPLICATION

JANUARY 5, 1950.

Take notice that Chicago District Pipeline Company (Applicant), an Illinois corporation with address at Joliet, Illinois, filed on December 19, 1949, a supplemental and amendatory application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, as amended, authorizing the acquisition and operation of certain facilities by lease from The Peoples Gas Light and Coke Company to be used by Applicant for the interstate transmission and sale of natural gas as integral parts of Applicant's existing natural gas transportation system.

Applicant was authorized on July 9, 1947, to acquire by lease certain facilities owned by The Peoples Gas Light and Coke Company to be operated by Applicant for the interstate transmission and sale of natural gas as integral parts of Applicant's interstate existing natural gas transportation system. The supplemental and amendatory application involves the lease of additional facilities for similar operation by Applicant. None of the facilities proposed to be added to Applicant's interstate operation will increase or decrease the capacity of Applicant's system and will be utilized solely for transportation and sale of natural gas by Applicant to its present existing customers.

The additional facilities proposed to be leased by Applicant consist primarily of 33,637 feet of 24-inch pipeline from the Chicago City limits to The Peoples Gas Light and Coke Company's Calumet Station. This line is commonly referred to as Calumet Line No. 2. Charges for the service to be rendered by Applicant in the operation of such proposed facilities will be at the rates set forth in tariffs on file with the Commission.

The cost to Applicant of leasing the proposed facilities will be on the same basis, except for revised allowances for depreciation, as now paid by Applicant for the facilities presently leased.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) within 15 days from the date of publication hereof in the FEDERAL REGISTER. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-239; Filed, Jan. 10, 1950;
8:54 a. m.]

[Docket No. G-1296]

MONTANA-DAKOTA UTILITIES CO.

ORDER FIXING DATE OF HEARING

On November 14, 1949, Montana-Dakota Utilities Co. (Applicant), a Delaware Corporation with its principal place of business at Minneapolis, Minnesota, filed an application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, as amended, authorizing the construction and operation of certain natural-gas facilities, subject to the jurisdiction of the Commission, as is more fully described in the application on file with the Commission and open to public inspection.

Applicant has requested that its application be heard under the shortened procedure provided by § 1.32 (b) of the Commission's rules of practice and procedure for non-contested proceedings, and this proceeding is a proper one for disposition under the provisions of the aforesaid rule, provided no request to be heard, protest or petition raising an issue of substance is filed subsequent to the giving of due notice of the filing of the application, including publication in the FEDERAL REGISTER on December 15, 1949 (14 F. R. 7504).

The Commission, therefore, orders:

(A) Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, as amended, and the Commission's rules of practice and procedure, a hearing be held on January 25, 1950, at 9:30 a. m., e. s. t., in the Hearing Room of the Federal Power Commission, 1800 Pennsylvania Avenue NW., Washington, D. C., concerning the matters involved and the issues presented by such application, *Provided, however*, That the Commission may, after a noncontested hearing, forthwith dispose of the proceeding pursuant to the provisions of § 1.32 (b) of the Commission's rules of practice and procedure.

(B) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the said rules of practice and procedure.

Date of issuance: January 5, 1950.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-235; Filed, Jan. 10, 1950;
8:53 a. m.]

[Docket No. G-1303]

EL PASO NATURAL GAS CO. AND EL PASO
GAS TRANSPORTATION CORP.

NOTICE OF APPLICATION

JANUARY 5, 1950.

Take notice that El Paso Natural Gas Company (El Paso), a Delaware corporation, address, El Paso, Texas, and El Paso Gas Transportation Corporation (Gas Transportation), a Delaware corporation, address, El Paso, Texas (Applicants), filed on December 9, 1949, a joint application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, as amended, authorizing the sale and transfer by El Paso and the acquisition by Gas Transportation of El Paso's existing City Gate Station located in the Ysleta Grant, El Paso County, Texas; three segments of 16-inch natural gas pipe line aggregating 27,691 feet in length and extending variously from said City Gate Station to the former city limits of the City of El Paso, Texas and to the point where the newly established El Paso City limits cross the pipe line to El Paso's existing Compressor Station No. 3 in the Ysleta Grant, El Paso County, Texas; approximately 2,493.4 feet of 10¾ inch natural gas pipe line to be constructed as a bypass between said City Gate Station and El Paso's existing three 10¾ inch manifold pipe lines located in the Ysleta Grant, El Paso County, Texas; and lateral lines of varying sizes and lengths to serve the Texas Company Refinery, the Phelps Dodge Refining Company and the Standard Oil Company of Texas Refinery from said 16-inch lines, together

with necessary regulating and metering stations located on said pipe lines for service to said companies and to Lea County Gas Company and Southern Union Gas Company.

Applicants state that the acquisition of said facilities by Gas Transportation is necessary for the reason that the corporate limits of the City of El Paso have been extended to include such facilities and that El Paso, the present owner, does not have a franchise to do business within the City but that Gas Transportation does have such a franchise.

No new customers or service are proposed as a result of the sale and acquisition requested by Applicants, and no change in rates will result therefrom.

The estimated over-all value of the facilities proposed to be transferred is \$104,410.05, and Applicant, Gas Transportation, proposes to pay the cost of acquisition by crediting the value thereof against the outstanding open account balance payable and owing to it by El Paso.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) within 15 days from the date of publication hereof in the FEDERAL REGISTER. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-236; Filed, Jan. 10, 1950;
8:53 a. m.]

[Docket No. IT-6026]

MAINE PUBLIC SERVICE CO. AND FRASER
PAPER, LTD.

NOTICE OF ORDER APPROVING EXTENSION OF
TIME FOR MAINTENANCE AND USE OF
PERMANENT CONNECTION FOR EMERGENCY
USE ONLY

JANUARY 5, 1950.

Notice is hereby given that on December 23, 1949, the Federal Power Commission issued its order entered December 20, 1949, in the above-designated matter, approving extension of time for maintenance and use of permanent connection for emergency use only until December 31, 1950.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-230; Filed, Jan. 10, 1950;
8:51 a. m.]

[Docket No. IT-6028]

MAINE PUBLIC SERVICE CO.

NOTICE OF ORDER EXTENDING AUTHORIZATION
FOR TRANSMISSION OF ELECTRIC
ENERGY TO CANADA

JANUARY 5, 1950.

Notice is hereby given that on December 23, 1949, the Federal Power Commission issued its order entered December 20, 1949, in the above-designated matter, extending authorization for transmission

of electric energy to Canada until December 31, 1950.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-231; Filed, Jan. 10, 1950;
8:51 a. m.]

[Docket No. IT-6093]

HOMESTAKE MINING CO.

NOTICE OF ORDER CONDITIONALLY APPROVING EXTENSION OF TIME FOR USE AND MAINTENANCE OF PERMANENT CONNECTION FOR EMERGENCY USE ONLY

JANUARY 5, 1950.

Notice is hereby given that on December 23, 1949, the Federal Power Commission issued its order entered December 20, 1949, in the above-designated matter, conditionally approving extension of time for use and maintenance of permanent connection for emergency use only until June 30, 1950.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-232; Filed, Jan. 10, 1950;
8:52 a. m.]

[Project No. 1490]

BRAZOS RIVER CONSERVATION AND RECLAMATION DISTRICT

NOTICE OF ORDER WAIVING PENALTY FOR DELINQUENCY IN PAYMENT OF ANNUAL CHARGES

JANUARY 5, 1950.

Notice is hereby given that on December 28, 1949, the Federal Power Commission issued its order entered December 20, 1949, in the above-designated matter, waiving penalty for delinquency in payment of annual charges for the years 1944 through 1947.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-229; Filed, Jan. 10, 1950;
8:51 a. m.]

[Docket No. G-1308]

SOUTHERN NATURAL GAS CO.

NOTICE OF APPLICATION

JANUARY 5, 1950.

Take notice that Southern Natural Gas Company (Applicant), a Delaware corporation, whose address is Watts Building, Birmingham, Alabama, filed on December 27, 1949, an application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, authorizing the construction and operation of certain transmission pipe-line facilities hereinafter described.

Applicant proposes to construct and operate a natural-gas pipe line approximately 496.6 miles in length extending northeasterly from the Gwinville gas field in Mississippi, through the States of

Mississippi, Alabama, Georgia, and terminating at Aiken, South Carolina, and 81.6 miles of connecting tap lines. Additionally, Applicant proposes to add approximately 49 miles of pipe line to Applicant's main line, approximately 69.1 miles of branch line loops, and new connecting laterals from said main line, approximately 29 miles of pipe line to connect said main line with the Carthage field in Texas, approximately 78.1 miles of pipe line looping Applicant's Logansport-Perryville line, additional compressor units totaling 11,600 hp., and two new compressor stations totaling 7,600 hp. The Gwinville-Aiken line is presently designed to have a delivery capacity of 129,000 Mcf per day; and upon completion of all the above facilities, the delivery capacity of Applicant's system will be increased to 529,000 Mcf per day.

Applicant states that these facilities will provide additional capacity to meet increasing requirements of its present markets and also provide capacity for the delivery of gas for resale in communities listed below:

Community:	State
Jemison	Alabama.
Thorsby	Do.
Clanton	Do.
Calera	Do.
Alabaster	Do.
Saginaw	Do.
Siluria	Do.
Childersburg	Do.
Oneonta	Do.
Mount Pinson	Do.
Center Point	Do.
Cordova	Do.
Demopolis	Do.
Livingston	Do.
Marion	Do.
Uniontown	Do.
York	Do.
Linden	Do.
Dadeville	Do.
Camp Hill	Do.
Alexander City	Do.
Roanoke	Do.
Lafayette	Do.
Lanett	Do.
Langdale	Do.
Shawmut	Do.
Fairfax	Do.
Riverview	Do.
LaGrange	Georgia.
West Point	Do.
Hogansville	Do.
Grantville	Do.
Sandersville	Do.
Athens	Do.
Augusta	Do.
Stonewall	Mississippi.
Quitman	Do.
Aiken	South Carolina.

The estimated cost of the proposed facilities is \$32,520,000 to be financed by the issuance of additional securities.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) within 15 days from the date of publication hereof in the FEDERAL REGISTER. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-238; Filed, Jan. 10, 1950;
8:54 a. m.]

INTERSTATE COMMERCE COMMISSION

[4th Sec. Application 24779]

BRICK BETWEEN POINTS IN THE SOUTH

APPLICATION FOR RELIEF

JANUARY 6, 1950.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: R. E. Boyle, Jr., Agent, for and on behalf of carriers parties to Agent C. A. Spaninger's tariff I. C. C. No. 1044. Commodities involved: Brick and related articles, carloads.

Between: Points in the south.

Grounds for relief: Competition with rail carriers and circuitous routes.

Schedules filed containing proposed rates: C. A. Spaninger's tariff I. C. C. No. 1044, Supplement 86.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 50-221; Filed, Jan. 10, 1950;
8:46 a. m.]

[4th Sec. Application 24780]

SUGAR FROM PHILADELPHIA, PA., TO FULTON, N. Y.

APPLICATION FOR RELIEF

JANUARY 6, 1950.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: C. W. Boin, Agent, for and on behalf of carriers parties to fourth-section applications Nos. 16439 and 24527.

Commodities involved: Sugar, beet or cane, carloads.

From: Philadelphia, Pa.

To: Fulton, N. Y.

Grounds for relief: Circuitous routes.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by

the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 50-222; Filed, Jan. 10, 1950;
8:47 a. m.]

[4th Sec. Application 24781]

FERTILIZER FROM VALDOSTA, GA., TO LIVE
OAK, FLA.

APPLICATION FOR RELIEF

JANUARY 6, 1950.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section (4) (1) of the Interstate Commerce Act.

Filed by: R. E. Boyle, Jr., Agent, for and on behalf of the Atlantic Coast Line Railroad Company and other carriers named in the application.

Commodities involved: Fertilizer and fertilizer materials, carloads.

From: Valdosta, Ga.

To: Live Oak, Fla.

Grounds for relief: Circuitous routes.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 50-224; Filed, Jan. 10, 1950;
8:48 a. m.]

[4th Sec. Application 24782]

WOODPULP FROM NATCHEZ, MISS., TO
OFFICIAL AND SOUTHERN TERRITORIES

APPLICATION FOR RELIEF

JANUARY 6, 1950.

The Commission is in receipt of the above-entitled and numbered applica-

No. 6—6

tion for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: D. Q. Marsh, Agent, pursuant to fourth-section order No. 16101.

Commodities involved: Woodpulp, carloads.

From: Natchez, Miss.

To: Points in official and southern territories.

Grounds for relief: Circuitous routes.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL,
Secretary.

[F. R. Doc. 50-223; Filed, Jan. 10, 1950;
8:47 a. m.]

[S. O. 844, Special Directive 7]

CHICAGO, BURLINGTON & QUINCY RAILROAD
CO.

FURNISHING CARS FOR FUEL COAL FOR CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD CO.

On January 4, 1950, the Chicago, Rock Island and Pacific Railroad Company certified that it had on that date less than nine (9) days' supply of fuel coal for locomotives (including fuel coal stock piled or loaded on cars on its line) and that not having available on its line a dependable source of supply of locomotive fuel coal, deems it necessary to increase its supply from the mine sources and in the average weekly amount herein specified:

Therefore, pursuant to the authority vested in me in paragraph (b) of Service Order No. 844, the Chicago, Burlington & Quincy Railroad Company is directed:

To furnish weekly to the mines listed below sufficient cars suitable for the loading and transportation of locomotive fuel coal for the Chicago, Rock Island and Pacific Railroad Company use in the grade and amounts shown:

Mine	Grade	Amount
Cuba.....	Railroad egg.....	Tons 393
Little Sister.....	do.....	750
Flamingo.....	do.....	236
Astoria.....	do.....	268

No cars may be supplied this mine for loading of other than railroad locomotive

fuel coal in grades called for by railroad purchase orders unless and until the above named tonnage of locomotive fuel coal certified as necessary by the Chicago, Rock Island and Pacific Railroad Company is supplied.

A copy of this Special Directive shall be served on the Chicago, Burlington & Quincy Railroad Company through the Car Service Division of the Association of American Railroads and notice of this directive shall be given the public by depositing a copy in the office of the Secretary of the Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 6th day of January A. D. 1950.

INTERSTATE COMMERCE
COMMISSION.

HOMER C. KING,
Director,
Bureau of Service.

[F. R. Doc. 50-251; Filed, Jan. 10, 1950;
8:57 a. m.]

[S. O. 844, Special Directive 8]

MINNEAPOLIS & ST. LOUIS RAILWAY CO.

FURNISHING CARS FOR FUEL COAL FOR CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD CO.

On January 4, 1950, the Chicago, Rock Island and Pacific Railroad Company certified that it had on that date less than nine (9) days' supply of fuel coal for locomotives (including fuel coal stock piled or loaded on cars on its line) and that not having available on its line a dependable source of supply of locomotive fuel coal, deems it necessary to increase its supply from the mine sources and in the average weekly amount herein specified:

Therefore, pursuant to the authority vested in me in paragraph (b) of Service Order No. 844, The Minneapolis & St. Louis Railway Company is directed:

To furnish weekly to the mines listed below sufficient cars suitable for the loading and transportation of locomotive fuel coal for the Chicago, Rock Island and Pacific Railroad Company use in the grade and amounts shown:

Mine	Grade	Amount
Vulcan.....	Railroad egg.....	Tons 626
Flamingo.....	do.....	236

No cars may be supplied this mine for loading of other than railroad locomotive fuel coal in grades called for by railroad purchase orders unless and until the above named tonnage of locomotive fuel coal certified as necessary by the Chicago, Rock Island and Pacific Railroad Company is supplied.

A copy of this Special Directive shall be served on The Minneapolis & St. Louis Railway Company through the Car Service Division of the Association of American Railroads and notice of this directive shall be given the public by depositing a copy in the office of the Secretary of the

Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 6th day of January A. D. 1950.

INTERSTATE COMMERCE
COMMISSION,
HOMER C. KING,
Director,
Bureau of Service.

[F. R. Doc. 50-252; Filed, Jan. 10, 1950;
8:57 a. m.]

[S. O. 844, Special Directive 9]

CHICAGO, ROCK ISLAND AND PACIFIC
RAILROAD CO.

FURNISHING CARS FOR FUEL COAL FOR CHI-
CAGO, ROCK ISLAND AND PACIFIC RAIL-
ROAD CO.

On January 4, 1950, the Chicago, Rock Island and Pacific Railroad Company certified that it had on that date less than nine (9) days' supply of fuel coal for locomotives (including fuel coal stock piled or loaded on cars on its line) and that not having available on its line a dependable source of supply of locomotive fuel coal, deems it necessary to increase its supply from the mine sources and in the average weekly amount herein specified:

Therefore, pursuant to the authority vested in me in paragraph (b) of Service Order No. 844, the Chicago, Rock Island and Pacific Railroad Company is directed:

To furnish weekly to the Atkinson mine sufficient cars suitable for the loading and transportation of 204 tons of railroad egg grade locomotive fuel coal.

No cars may be supplied this mine for loading of other than railroad locomotive fuel coal in grades called for by railroad purchase orders unless and until the above named tonnage of locomotive fuel coal certified as necessary by the Chicago, Rock Island and Pacific Railroad Company is supplied.

A copy of this Special Directive shall be served on the Chicago, Rock Island and Pacific Railroad Company through the Car Service Division of the Association of American Railroads and notice of this directive shall be given the public by depositing a copy in the office of the Secretary of the Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 6th day of January A. D. 1950.

INTERSTATE COMMERCE
COMMISSION,
HOMER C. KING,
Director,
Bureau of Service.

[F. R. Doc. 50-253; Filed, Jan. 10, 1950;
8:57 a. m.]

[S. O. 844, Special Directive 10]

GALESBURG AND GREAT EASTERN RAILROAD
CO.

FURNISHING CARS FOR FUEL COAL FOR
CHICAGO, ROCK ISLAND AND PACIFIC RAIL-
ROAD CO.

On January 4, 1950, the Chicago, Rock Island and Pacific Railroad Company certified that it had on that date less than nine (9) days' supply of fuel coal for locomotives (including fuel coal stock piled or loaded on cars on its line) and that not having available on its line a dependable source of supply of locomotive fuel coal, deems it necessary to increase its supply from the mine sources and in the average weekly amount herein specified:

Therefore, pursuant to the authority vested in me in paragraph (b) of Service Order No. 844, the Galesburg and Great Eastern Railroad Company is directed:

To furnish weekly to the Victoria mine sufficient cars suitable for the loading and transportation of 350 tons of railroad egg grade locomotive fuel coal.

No cars may be supplied this mine for loading of other than railroad locomotive fuel coal in grades called for by railroad purchase orders unless and until the above named tonnage of locomotive fuel coal certified as necessary by the Chicago, Rock Island and Pacific Railroad Company is supplied.

A copy of this Special Directive shall be served on the Galesburg and Great Eastern Railroad Company through the Car Service Division of the Association of American Railroads and notice of this directive shall be given the public by

Name of article	Purpose of request	Date received	Name and address of applicant
Woven fabrics in the piece, wholly of silk, bleached, printed, dyed, or colored, and valued at more than \$3.50 per pound. (Item 1205, Schedule XX, General Agreement on Tariffs and Trade.)	Increase in duty...	Jan. 5, 1950	Textile section of the manufacturers division of the Greater Paterson Chamber of Commerce, Paterson, N. J., and others.

The application listed above is available for public inspection at the office of the Secretary, Tariff Commission Building, Eighth and E Streets NW., Washington, D. C., and in the New York Office of the Tariff Commission, located in Room 437 of the Custom House, where it may be read and copied by persons interested.

[SEAL]

SIDNEY MORGAN,
Secretary.

[F. R. Doc. 50-242; Filed, Jan. 10, 1950;
8:56 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File Nos. 70-2133, 70-2292]

NATIONAL FUEL GAS CO. ET AL.

NOTICE OF FILING

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 4th day of January 1950.

depositing a copy in the office of the Secretary of the Commission, Washington, D. C., and by filing it with the Director of the Division of the Federal Register.

Issued at Washington, D. C., this 6th day of January, A. D. 1950.

INTERSTATE COMMERCE
COMMISSION,
HOMER C. KING,
Director,
Bureau of Service.

[F. R. Doc. 50-254; Filed, Jan. 10, 1950;
8:57 a. m.]

UNITED STATES TARIFF COMMISSION

[List No. 12 (E)]

GREATER PATERSON CHAMBER OF COM-
MERCE, PATERSON, N. J., ET AL.

APPLICATION FOR INVESTIGATION

JANUARY 6, 1950.

Application has been filed with the United States Tariff Commission for investigation, under the escape clause procedure, to determine whether as a result of unforeseen developments and of the concession granted in a trade agreement the articles listed below are being imported in such relatively increased quantities and under such conditions as to cause or threaten serious injury to the domestic industry producing like or directly competitive articles. The application was filed under the provisions of Part III of Executive Order 10082 of October 5, 1949.

In the matter of National Fuel Gas Company, Pennsylvania Gas Company, File No. 70-2292; National Fuel Gas Company, United Natural Gas Company, Iroquois Gas Corporation, File No. 70-2133.

Notice is hereby given that a joint application-declaration has been filed with this Commission pursuant to the Public Utility Holding Company Act of 1935 by National Fuel Gas Company ("National"), a registered holding company, and its utility subsidiary, Pennsylvania Gas Company ("Pennsylvania"). Applicants-declarants have designated sections 6, 7, 9, 10 and 12 of the act as applicable to the proposed transaction. National further requests modification of a previous order of this Commission.

Notice is further given that any interested person may, not later than February 3, 1950, at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held on such matter, stating the reasons for such request, the nature of his interest and the issues of fact or law raised by said joint application-declara-

tion which he desires to controvert, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after February 3, 1950, said joint application-declaration, as filed or as amended, may be granted and permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transaction as provided in Rules U-20 (a) and U-100 thereof.

All interested persons are referred to said joint application-declaration which is on file in the offices of this Commission for a statement of the transaction therein proposed, which is summarized as follows:

Pennsylvania proposes to enter into a credit agreement with National providing for the issuance and sale by Pennsylvania to National, from time to time during the year 1950, of its installment promissory notes in the aggregate amount of \$1,500,000. Said notes will be unsecured, will bear interest at the rate of 3% per annum, and each of said notes will be in the principal amount of \$100,000, the first of which will mature June 1, 1953, and the remaining notes will mature serially each year thereafter. Pennsylvania will have the right to prepay any of said notes at any time without premium.

Pennsylvania will apply the proceeds of the sale of said promissory notes, together with other treasury funds, for additions to its utility plant and for increasing gas in storage during the year 1950.

The issuance and sale of said promissory notes by Pennsylvania is stated to be subject to the jurisdiction of the Pennsylvania Public Utility Commission and the approval of that body will be submitted herein by amendment.

National has heretofore been permitted by this Commission, in proceedings under File No. 70-2133, to make certain borrowings under a credit agreement with The Chase National Bank, City of New York, upon the representation that the proceeds of said borrowings would be used for the purchase of securities of, or temporary open account advances to, certain of National's subsidiaries other than Pennsylvania. National now proposes to use part of these borrowings for the purchase of the notes of Pennsylvania and requests modification of the order of this Commission dated May 31, 1949, to the extent necessary, to permit the use of the proceeds of said borrowings for the purpose herein set forth.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 50-220; Filed, Jan. 10, 1950;
8:46 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

AUTHORITY: 40 Stat. 411, 55 Stat. 839, Pub. Laws 322, 671, 79th Cong., 60 Stat. 50, 925; 50 U. S. C. and Supp. App. 1, 616; E. O. 9193, July 6, 1942, 3 CFR, Cum. Supp., E. O. 9567, June 8, 1945, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 P. R. 11981.

[Vesting Order 14163]

WUERTEMBERGISCHE BANK

In re: Stock owned by and debt owing to Wuertembergische Bank. F-28-6405-A-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Wuertembergische Bank, the last known address of which is Friedrichstrasse 22, Stuttgart, Germany, is a corporation, partnership, association or other business organization, organized under the laws of Germany and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Germany, and is a national of a designated enemy country (Germany);

2. That the property described as follows:

a. All rights and interest in Laguna Gold Mines Ltd. (liquidated), evidenced by a certificate numbered T9578, for one hundred (100) shares of capital stock and a certificate numbered 9614 for twenty (20) shares of capital stock of the aforesaid company, said certificates registered in the name of Hurley & Company, presently in the custody of Swiss Bank Corporation, New York Agency, 15 Nassau Street, New York, New York, including particularly any and all declared and unpaid dividends on the aforesaid stock, and any and all liquidating dividends thereon, and

b. That certain debt or other obligation owing to Wuertembergische Bank, by the Swiss Bank Corporation, New York Agency, 15 Nassau Street, New York, New York, arising out of an account entitled Wuertembergische Bank, maintained with the aforesaid Agency, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, Wuertembergische Bank, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 9, 1949.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Acting Director,
Office of Alien Property.

[F. R. Doc. 50-243; Filed, Jan. 10, 1950;
8:54 a. m.]

[Bar Order 8]

ORDER FIXING BAR DATE FOR FILING CLAIMS IN RESPECT OF CERTAIN DEBTORS

In accordance with section 34 (b) of the Trading With the Enemy Act, as amended, and by virtue of the authority vested in the Attorney General by said act and Executive Order 9788, July 3, 1950, is hereby fixed as the date after which the filing of claims shall be barred in respect of debtors, any of whose property was first vested in or transferred to the Attorney General between July 1, 1948, and December 31, 1948, inclusive.

Executed at Washington, D. C., this 6th day of January 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Acting Director,
Office of Alien Property.

[F. R. Doc. 50-248; Filed, Jan. 10, 1950;
8:55 a. m.]

[Vesting Order 14206]

ANTON RUPRECHT ET AL.

In re: Rights of Anton Ruprecht et al. under insurance contract. File No. F-28-24428-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Anton Ruprecht, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Freda Ruprecht, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 75 528 583, issued by the Metropolitan Life Insurance Company, New York, New York, to Freda Ruprecht, together with the right

to demand, receive and collect said net proceeds,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the person named in subparagraph 1 hereof, and the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Freda Ruprecht, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 28, 1949.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Acting Director,
Office of Alien Property.

[F. R. Doc. 50-204; Filed, Jan. 9, 1950;
8:54 a. m.]

[Vesting Order 14207]

SEBASTIAN SCHAEFFLER ET AL.

In re: Rights of Sebastian Schaeffler et al. under insurance contract. File No. P-28-24323-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Sebastian Schaeffler and Manfred Paul Schaeffler, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Anna Klocker Schaeffler, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That the net proceeds due or to become due under a contract of insur-

ance evidenced by policy No. 97373054, issued by the Metropolitan Life Insurance Company, New York, New York, to Anna Klocker, together with the right to demand, receive and collect said net proceeds,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof and the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Anna Klocker Schaeffler, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein, shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 28, 1949.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Acting Director,
Office of Alien Property.

[F. R. Doc. 50-205; Filed, Jan. 9, 1950;
8:54 a. m.]

[Return Order 514]

JULIO GARZON ET AL.

Having considered the claim set forth below and having issued a determination allowing the claim, which is incorporated by reference herein and filed herewith,

It is ordered, That the claimed property, described below and in the determination, including all royalties accrued thereunder and all damages and profits recoverable for past infringement thereof, be returned after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Notice of Intention To Return Published, and Property

Julio Garzon, 13 Rue de l'Echiquier, Paris X, France; Claim No. 36857; \$1,802.38 in the Treasury of the United States.

Joannes Rochut, 56, rue Compans, Paris, France; Claim No. 41888; \$1,089.86 in the Treasury of the United States.

Societe Pasquellie, Editeurs, S. A., 11 rue de Grenelle, Paris, France; Claim No. 43852; \$987.12 in the Treasury of the United States.

Librairie Plon, 8 rue Garanciere, Paris (VI) France; Claim No. 40672; \$741.51 in the Treasury of the United States.

Louis Guillaume St. John De Crevecoeur, La Plagne, Montesquiou Sur Loesse (Gers) France; Claim No. 43840; \$285.20 in the Treasury of the United States.

Teresa Barbara Macrone, 4, Impasse Jouvencel, Versailles (Seine et Oise) France; Claim No. 43846; \$242.26 in the Treasury of the United States.

L'Edition D'Art H. Piazza, 19 Rue Bonaparte, Paris, France; Claim No. 41879; \$227.40 in the Treasury of the United States.

Claude Aveline dit Eugene Avtsine, 31 rue de Verneuil, Paris, France; Claim No. 41645; \$204.24 in the Treasury of the United States.

Henri Fluchere, Maison Francaise, 72 Woodstock Road, Oxford, England; Claim No. 37342; \$187.80 in the Treasury of the United States.

Jean-Pierre, Elzeard Gras, 18, rue Arnaud de Fabre, Avignon (vse) France; Claim No. 43848; \$165.28 in the Treasury of the United States.

Enoch & Co., Ltd., 27, Boulevard des Italiens, Paris, France; Claim No. 40673; \$110.50 in the Treasury of the United States.

Paul Mellottee, 48, rue Monsieur le Prince, Paris, France; Claim No. 41880; \$92.45 in the Treasury of the United States.

Suzanne Cros (Mrs. Roger), 10, rue Daru, Paris, France; Claim No. 41475; \$81.62 in the Treasury of the United States.

Jacques Thibaud, 6, rue Chauveau-Lagarde, Paris, France; Claim No. 37799; \$67.57 in the Treasury of the United States.

Clarita de Forceville, 7 Rue Greffulhe, Paris, France; Claim No. 38696; \$57.00 in the Treasury of the United States.

Louis Jean Roger Boutet de Monvel, 11 Passage de la Visitation, Paris, France; Claim No. 43849; \$40.37 in the Treasury of the United States.

Calmann-Levy Publishers, 3 rue Auber, Paris 9^e France; Claim No. 42012; \$24.23 in the Treasury of the United States.

Pierre Dupont, 67, Boulevard Saint Germain, Paris, 6^e France; Claim No. 41368; \$21.59 in the Treasury of the United States.

Mme. Vve Andre Mermet 9bis, Montee Rater, Lyon, France; Claim No. 43836; \$16.32 in the Treasury of the United States.

Property to the extent owned by each of the claimants immediately prior to the vesting thereof, described in Vesting Order No. 3430 (9 F. R. 6464, June 13, 1944; 9 F. R. 13768, November 17, 1944) relating to literary works listed under the names of said claimants in Exhibit A of the vesting order.

Notice of Intention published November 15, 1949 (14 F. R. 6868).

Appropriate documents and papers effectuating this order will issue.

Executed at Washington, D. C., on January 3, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Acting Director,
Office of Alien Property.

[F. R. Doc. 50-209; Filed, Jan. 9, 1950;
8:56 a. m.]