tional crisis or war (day-to-day emergencies) is governed by § 73.971.

14. Amend § 73.906 to read as follows:

§ 73.906 Attention signal.

The signaling arrangement whereby standard, FM, and television broadcast stations can actuate muted receivers for the receipt of emergency cueing announcements and broadcasts, as follows:

(a) Cut the transmitter carrier for 5 seconds. (Sound carrier only for TV stations.)

(b) Return carrier to the air for 5 seconds.

(c) Cut transmitter carrier for 5 seconds. (Sound carrier only for TV stations.)

(d) Return carrier to the air.

(e) Broadcast 1,000-cycle steady-state tone for 15 seconds.

NOTE: Steps (a) through (e) above, constitute the present Attention Signal. Revision of the Attention Signal is under study by a Special National Industry Advisory Committee Working Group.

15. Delete undesignated center heading "Weather Warnings" preceding § 73.971, and amend headnote and text of § 73.971 to read as follows:

§ 73.971 Day-to-day emergencies posing a threat to the safety of life and property; use of Attention Signal.

(a) The Emergency Action Notification Attention Signal may be transmitted for the following purposes by all standard, FM and television broadcast stations, at their discretion, in connection with day-to-day emergency situations posing a threat to the safety of life and property:

(1) Activation of State program distribution interconnecting systems and facilities for the origination of emergency cueing announcements and broadcasts by the management of the State Network Primary Control Station in accordance with previous arrangements and agreement of the State Industry Advisory Committee in day-to-day emergency situations in the public interest. These include both situations where the time element is short, and those which develop slowly. (For example: Tornado warnings or tornado sightings; toxic gases threatening a community; flash floods; widespread fires threatening populated areas; tidal waves; earthquakes; widespread commercial electric power failures; large scale industrial explosions and fires; tornado watches, hurricane watches, and hurricane warnings; civil disorders; heavy rains—developing dangerous flood conditions; icing conditions—developing dangerous road hazards; heavy snows—developing blizzard conditions; appeals for medical assistance and facilities; appeals for emergency food and housing; call-back of off-duty police personnel; call-back of off-duty fire personnel; call-back of off-duty military personnel.)

(2) Activation of Operational Area interconnecting systems and facilities for the origination of emergency cueing announcements and broadcasts by the management of the Primary Broadcast Stations for the Operational Area in accordance with previous arrangements and agreement of the Operational Area Industry Advisory Committee and the State Industry Advisory Committee in day-to-day emergency situations in the public interest. (Examples set forth in subparagraph (1) of this paragraph.)

(b) Stations originating emergency communications under this section shall be deemed to have conferred rebroadcast authority, as required by section 325(a) of the Communications Act, on other participating stations. Neither the notice and certification of consent called for by §§ 73.121(b), 73.291(b), 73.591(b), and 73.655(b), nor prior Commission approval as otherwise required by §§ 73.121 (d), 73.291(d), 73.591(c), and 73.655(c) in the case of aural-TV cross-service rebroadcasting, is necessary under these circumstances.

[F.R. Doc. 68-6021; Filed, May 20, 1968; 8:49 a.m.]

Title 49—TRANSPORTATION

Subtitle A—Office of the Secretary of Transportation

[OST Docket No. 1, Amdt. 1-13]

PART 1—FUNCTIONS, POWERS, AND DUTIES OF THE DEPARTMENT OF TRANSPORTATION

Delegation of Authority With Respect to Aircraft Loan Guarantee Program

By delegation effective June 21, 1967 (32 F.R. 9247) the Assistant Secretary for Policy Development, Department of Transportation, was authorized to exercise the functions, powers, and duties of the Secretary of Transportation under the Act of September 7, 1957, as amended, and section 6(a)(3)(A) of the Department of Transportation Act, relating to guarantees of private loans for the purchase of aircraft. It has now been determined that this program should be administered by the Federal Aviation Administration.

The purpose of this amendment is to revoke the delegation of June 21, 1967 (32 F.R. 9247) to the Assistant Secretary and to delegate those functions, powers, and duties to the Administrator of the Federal Aviation Administration.

Since this amendment relates to Departmental management, procedures, and practices, notice and public procedure thereon is unnecessary and it may be made effective in less than 30 days after publication in the FEDERAL REGISTER.

In consideration of the foregoing, the delegation to the Assistant Secretary for Policy Development, effective June 21, 1967 (32 F.R. 9247) is revoked, and Part 1 of the Regulations of the Office of the Secretary of Transportation is amended by adding the following new subparagraph at the end of § 1.4(b), effective June 13, 1968.

§ 1.4 Delegation of functions, powers, and duties.

* * * * * *

(b) * * *

(4) The Act of September 7, 1957, as amended (49 U.S.C. 1324 (note)), and section 6(a)(3)(A) of the Department of Transportation Act (49 U.S.C. 1655 (a)(3)(A)), relating to guarantees of private loans for the purchase of aircraft.

* * * * * *

(Sec. 9 of the Department of Transportation Act (49 U.S.C. 1657))

Issued in Washington, D.C., on May 15, 1968.

ALAN S. BOYD,
Secretary of Transportation.

[F.R. Doc. 68-5980; Filed, May 20, 1968; 8:46 a.m.]

Chapter I—Department of Transportation

[Docket No. HM-5; Amdts. 173-2, 177-2]

PART 173—SHIPPERS

PART 177—SHIPMENTS MADE BY WAY OF COMMON, CONTRACT, OR PRIVATE CARRIERS BY PUBLIC HIGHWAY

Hazardous Materials Regulations Board; Stress Corrosion in MC 330 and MC 331 Cargo Tanks

On January 31, 1968, the Federal Highway Administrator published Docket HM-5; Amendments 173-1, 177-1 (33 F.R. 2389), containing amendments to the Hazardous Materials Regulations to require the prompt inspection of MC 330 and MC 331 cargo tanks made of quenched and tempered steels to determine the need for repair and to insure the product retention integrity of vessels involved. This action was predicated on the relatively recent occurrences of stress corrosion cracking being experienced and reported to the Department by transporters of anhydrous ammonia. The amendment was addressed to known stress corrosion conditions and contained requirements for inspections and repairs based in the main on the recommendations of affected shippers and tank motor carriers. The amendments were also made applicable to shipments of liquefied petroleum gas because there was good reason to suspect that the sulfides which may be found in "sour" liquefied petroleum gas are potential contributors to stress corrosion cracking.

After extensive consultations with persons knowledgeable in the manufacture of quenched and tempered steels and in the design and fabrication of cargo tanks, it was determined that stress corrosion cracking could be precluded by purging air from cargo tanks before loading with anhydrous ammonia and by requiring anhydrous ammonia to be inhibited with 0.2 percent water by weight or be 99.995 percent pure. Requirements for these aspects were included in the initial order.

The Compressed Gas Association (CGA) has now requested the FHWA to give further consideration to those aspects of Docket HM–5 with respect to: (1) The validity of postweld heat treatment of welded repair areas, and (2) internal areas to be inspected.

CGA states that the reason for requiring welded repair areas to be postweld heat treated was that the steel companies recommended that quenched and tempered steel cargo tanks be postweld heat treated as a precaution against stress corrosion cracking resulting from transportation of anhydrous ammonia or other contaminated lading.

CGA now states that postweld heat treatment is not necessary since the lading conditions that contribute to stress corrosion cracking are being controlled. Also, they state that certain producers of quenched and tempered steels indicate that pressure vessels fabricated of these steels are better in the as-welded condition than if they are postweld heat treated. Two major producers of the steel in question have confirmed this. Also, these producers have advised that while postweld heat treatment may in some cases reduce the likelihood of stress corrosion cracking, postweld heat treatment will not guarantee that stress corrosion cracking will not occur.

On the basis of this new information and other supporting evidence recently submitted pertaining to the effect of postweld heat treatment on quenched and tempered steels of the type and thicknesses used to construct MC 330 and MC 331 cargo tanks, § 177.824(f)(5) is amended to eliminate the requirement for postweld heat treatment after welded repairs are made.

CGA has requested modification of the requirement for internal inspection opposite external welds so that inspection of areas opposite nonloadbearing supports such as lighting brackets, ladders, etc., is not required. This request is based on the premise that stress corrosion cracks opposite these small external welds have been found only in cases where cracks have also been found in the more critical external weld areas of the tank. Although the Administrator does not have any information to indicate that this premise is incorrect, the Administrator does not believe that this information alone justifies modification of the internal inspection requirement to the extent requested.

However, the Administrator has determined that inspection of internal areas opposite exterior welds that are visibly discernible on the interior of the tank will provide the level of testing desired and necessary. Accordingly, an appropriate modification of § 177.824(f)(2) is provided.

In § 173.315(a)(1) table, Note 14, the words "for metallurgical grade" have been deleted to avoid any possible confusion that could result from use of the concerned grade of ammonia for other than metallurgical purposes.

After completion of the test required therein, the concluding clause of § 177.824 (f)(3)(ii) prohibited the use of quenched and tempered steel MC 330 and MC 331 cargo tanks in the carriage of liquified petroleum gases except those that meet the requirements of National Gas Processors Association specification 2140 (1962 edition). As drafted, this limitation did not apply to quenched and tempered steel tanks that were subject to § 177.824 (f)(3)(i), although the safety justification for this requirement applies equally to those tanks previously used for both anhydrous ammonia and liquefied petroleum gases. To remove this inconsistency, and also to place this continuing prohibition in a more appropriate portion of the regulations a new Note 15 is being added to the table in paragraph (a)(1) of § 173.315. This note makes it clear that after December 1, 1968, or after completion of the test required by § 177.824(f)(3)(i) and (ii), whichever occurs first, quenched and tempered steel MC 330 and MC 331 cargo tanks may only carry liquefied petroleum gas if it meets NGPA 2140 (1962 edition).

In addition, consistent with Note 15 of the table in § 173.315(a)(1), §§ 173.427, and 177.817 are amended by requiring shipping papers to show the notation "NGPA 2140" indicating suitability of the liquefied petroleum gas to be transported in MC 330 or MC 331 cargo tanks constructed of quenched and tempered steels. In § 177.824, paragraph (h) has been amended to require cargo tanks tested in conformance with the requirements of § 177.824(f) to be marked with the letters "WF" to indicate the wet fluorescent magnetic particle tests have been completed. The period between publication of this amendment and the effective date is considered to be sufficiently long to allow for the marking of cargo tanks that have already completed this test.

To the extent that these amendments are other than clarifying they are for the most part relaxatory in nature and consistent with the changes requested by, and discussed with, representatives of the affected interested groups. Therefore, in order to best serve the purposes set forth above, I find that notice and public procedure is impractical and unnecessary.

To allow a reasonable time for compliance with the changes made herein, these amendments are not being made effective upon issuance. However, compliance with these amendments is authorized on and after the date of publication in the FEDERAL REGISTER.

In consideration of the foregoing, the Hazardous Materials Regulations of the Department of Transportation (49 CFR Parts 170–190) are amended effective July 1, 1968, as set forth below.

(Secs. 831–835, Title 18, United States Code, and section 9 of the Department of Transportation Act; 49 U.S.C. 1657)

Issued in Washington, D.C., on May 13, 1968.

LOWELL K. BRIDWELL,
Administrator,
Federal Highway Administration.

I. Part 173 is amended as follows:

(A) By amending § 173.315(a)(1) table and Note 14 thereto; by adding Note 15 to read as follows:

§ 173.315 Compressed gases in cargo tanks and portable tank containers.

(a) * * *

(1) * * *

Kind of gas	Maximum permitted filling density		Specification container required	
	Percent by weight (see Note 1)	Percent by volume (see par. (f) of this section)	Type (see Note 2)	Minimum design pressure (p.s.i.g.)
Change				
Liquefied petroleum gas (see Note 15)	See par. (b) of this section.	See par. (b) of this section.	ICC–51, MC–330, MC–331	See par. (c)(1) of this section.
* * *	* * *	* * *	* * *	* * *

* * * * *

NOTE 14: Specifications MC 330 and 331 cargo tanks constructed of other than quenched and tempered steel ("NQT") are authorized for all grades of anhydrous ammonia. Specifications MC 330 and MC 331 cargo tanks constructed of quenched and tempered steel ("QT") (see marking requirements of § 177.823(b)(5) of this chapter) are authorized for either anhydrous ammonia having a minimum water content of 0.2 percent by weight or anhydrous ammonia at least 99.995 percent pure. Any tanks going into anhydrous ammonia service which have been in other service or have been opened for inspection, test, or repair—including new tanks—shall be cleaned of the previous product and shall be purged of air before loading. See §§ 173.427(a)(3) and 177.817(a)(1) for special shipping paper requirements.

NOTE 15: Specifications MC 330 and MC 331 cargo tanks constructed of other than quenched and tempered steel ("NQT") are authorized for all grades of liquefied petroleum gas. After December 1, 1968, or after completion of the test required by § 177.824 (f)(3), whichever occurs first, specifications MC 330 and MC 331 cargo tanks constructed of quenched and tempered steel ("QT") (see marking requirements of § 177.823(b)(5) of this chapter) are authorized only for liquefied petroleum gas which meets the National Gas Processors Association Specification 2140 (1962 edition). See §§ 173.427(a)(4) and 177.817(a)(2) of this chapter for special shipping paper requirements.

(B) By adding subparagraph (a)(4) in § 173.427 to read as follows:

§ 173.427 Shipping papers.

(a) * * *

(4) For shipments of liquefied petroleum gas in specifications MC 330 and MC 331 cargo tanks constructed of quenched and tempered steel the shipper must also show "NGPA 2140" to indicate suitability for shipment in such tanks as authorized by § 173.315(a)(1) table, Note 15.

II. Part 177 is amended as follows:

(A) § 177.817 paragraph (a) is amended by adding subparagraph (2) thereto as follows:

§ 177.817 Shipping papers.

(a) * * *

(2) Carriers must not accept for transportation or transport liquefied petroleum gas in specifications MC 330 and MC 331 cargo tanks constructed of quenched and tempered steel unless the shipping paper is marked "NGPA 2140" to indicate suitability for shipment in such tanks as authorized by § 173.315(a) (1) table, Note 15 of this chapter.

(B) By amending § 177.824 subparagraphs (f)(2), (f)(3)(ii), (f)(5), and paragraph (h) to read as follows:

§ 177.824 Retesting and inspection of cargo tanks.

* * * * *

(f) * * *

(2) The inspection required by subparagraph (1) of this paragraph shall be conducted in accordance with the applicable parts of Appendix 6, section VIII of the ASME Code, 1965 edition. An alternating current yoke shall be used in the wet fluorescent magnetic particle method. Internal inspection shall include: All internal welds; all areas extending at least 2 inches from such welds in all directions; all internal surfaces at least 2 inches in all directions from all exterior welds which are visibly discernible on the interior of the tank; entire internal surface of tank heads. If any cracks are found, the entire interior surface of the tank shall be inspected.

(3) * * *

(ii) Any cargo tank which has never been in anhydrous ammonia service, and which has been used to transport liquefied petroleum gas shall not be used to transport any flammable compressed gas after December 1, 1968, unless it has been tested in accordance with subparagraph (1) of this paragraph.

* * * * *

(5) All cracks and other defects found shall be repaired in accordance with the repair procedures described in section VIII of the edition of the ASME Code under which the tank was built. Each tank requiring welded repairs shall meet all of the requirements of § 178.337-16 of this chapter except that postweld heat treatment after welded repairs is not required.

* * * * *

(h) *Test date markings.* The date of the last test shall be durably marked on the tank in letters not less than 1¼ inches high in legible colors near the metal certification plate. The date shall be followed by the letter "V" for visual (or magnetic particle, X-ray, etc.) test, or "H" for hydrostatic (or pneumatic) tests. Specifications MC 330 and MC 331 cargo tanks tested in conformance with the requirements of paragraph (f) of this section shall also be marked with the letters "WF" to indicate that wet fluorescent magnetic article test has been completed. The letters "WF" shall be at least 1¼ inches high, in legible colors and near the metal certification plate.

* * * * *

[F.R. Doc. 68-5979; Filed, May 20, 1968; 8:46 a.m.]

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 999]

PART 1033—CAR SERVICE

Missouri-Kansas-Texas Railroad Co. Authorized To Operate Over Tracks of Fort Worth and Denver Railway Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C. on the 14th day of May 1968.

It appearing that because the condition of track and roadbed between Whitesboro, Tex., and Wichita Falls, Tex., on the Henrietta branch of the Missouri-Kansas-Texas Railroad Co. prevents the safe handling of certain traffic; that operation by the Missouri-Kansas-Texas Railroad Co. over tracks of the Fort Worth and Denver Railway Co. between Wichita Falls, Tex., and Fort Worth, Tex., a distance of 114 miles, will enable the Missouri-Kansas-Texas Railroad Co. to handle this traffic; that the Commission is of the opinion that operation by the Missouri-Kansas-Texas Railroad Co. over tracks of the Fort Worth and Denver Railway Co. between Wichita Falls, Tex., and Fort Worth, Tex., is necessary to enable the Missouri-Kansas-Texas Railroad Co. to handle this traffic in the interest of the public and the commerce of the people; that notice and public procedure herein are impractical and contrary to the public interest; and that good cause exists for making this order effective upon less than 30 days' notice.

It is ordered, That:

§ 1033.999 Service Order No. 999.

(a) Missouri-Kansas-Texas Railroad Co. authorized to operate over Fort Worth and Denver Railway Co. The Missouri-Kansas-Texas Railroad Co. be, and it is hereby authorized to operate over tracks of the Fort Worth and Denver Railway Co. between Wichita Falls, Tex., and Fort Worth, Tex., a distance of 114 miles.

(b) *Application.* The provisions of this order shall apply to intrastate and foreign traffic as well as to interstate traffic.

(c) *Rates applicable.* Inasmuch as this operation by the Missouri-Kansas-Texas Railroad Co. over tracks of the Fort Worth and Denver Railway Co. is deemed to be due to carrier's disability, the rates applicable to traffic moved by the Missouri-Kansas-Texas Railroad over tracks of the Fort Worth and Denver Railway shall be the rates which were applicable on the shipments at the time of shipment as originally routed.

(d) *Effective date.* This order shall become effective at 12:01 a.m., May 20, 1968.

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., July 31, 1968, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2). Interprets or applies Sec. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

It is further ordered, That copies of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 68-6014; Filed, May 20, 1968; 8:48 a.m.]

Title 7—AGRICULTURE

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

SUBCHAPTER C—SPECIAL PROGRAMS

[Amdt. 11]

PART 751—LAND USE ADJUSTMENT PROGRAM

Subpart—Cropland Adjustment Program for 1966 Through 1969

MISCELLANEOUS AMENDMENTS

The regulations governing the Cropland Adjustment Program for 1966 through 1969 (31 F.R. 3483) are amended as follows:

1. Section 751.108(b) is amended by inserting at the end thereof the following new sentence: "The nonallotment base and the tame hay base may be adjusted downward in accordance with in-