

these rules, contrary to the public interest. For the same reason, it would not serve the public interest to defer the effective date of this amendment beyond the date of publication in the *FEDERAL REGISTER*. Accordingly, the notice and effective date provision of 5 U.S.C. 553 are inapplicable.

7. Accordingly, it is ordered, That Part 2 of the Commission's rules and regulations is amended as shown below, effective March 25, 1975. The authority for this action is contained in sections 4(i), 303(c) and 303(r).

Adopted March 11, 1975.

Released: March 18, 1975.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082; 47 U.S.C. 154, 303)

FEDERAL COMMUNICATIONS  
COMMISSION,  
[SEAL] VINCENT J. MULLINS,  
Secretary.

In Part 2 of Chapter I of Title 47 of the Code of Federal Regulations, § 2.106 is amended as follows:

The Table of Frequency Allocations is amended by adding a new service to column 8 in the band 1700-1710 MHz as shown below:

§ 2.106 Table of Frequency Allocations.  
FEDERAL COMMUNICATIONS COMMISSION

Band (MHz)	Service	Class of Station
7	8	9
1700-1710	SPACE RESEARCH, SPACE, METEOROLOGICAL-SATELLITE.	

[FR Doc.75-7412 Filed 3-21-75;8:45 am]

[FCC 75-283]

PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

PART 97—AMATEUR RADIO SERVICE

Call Sign Assignments

In the matter of amendment of Parts 2 and 97 of the Commission's rules concerning the assignment of call signs to stations in the Amateur Radio Service.

1. At the present time call signs formed from the blocks K1AA through K0ZZ, W1AA through W0ZZ, K1AAA through K0ZZZ, W1AAA through W0ZZZ, KA1AA through KZ0ZZ, WA1AA through WZ0ZZ, KA1AAA through KZ0ZZZ, and WA1AAA through WZ0ZZZ are being assigned to stations in the Amateur Radio Service in accordance with a geographical plan. In order to maintain the Commission's flexibility in assignment of call signs to these stations in this manner, it is desirable to make additional call sign blocks available.

2. The United States Department of Defense has no objection to making available to the Commission amateur format call signs which commence with the letters AA through AL and the letter N in order to satisfy Commission needs as well as to bring the use of amateur format call signs into conformity with

the international Radio Regulations. These call sign blocks can therefore now be made available for assignment to stations in the Amateur Radio Service.

3. The call sign blocks K1A through K0Z, W1A through W0Z, KA1A through KZ0Z, and WA1A through WZ0Z are in a format provided for in the international Radio Regulations for use by amateur radio stations. It is therefore appropriate that these call sign blocks also be made available for assignment.

4. Since the Commission is modifying its rules only to the extent of making available additional call sign blocks for use in the Amateur Radio Service, the notice and public procedure within the meaning of the Administrative Procedure Act 5 U.S.C. 553(b)(3)(B) are found to be unnecessary. The amendments set forth in the Appendix are therefore effective April 25, 1975. §§ 2.302 and 97.51 of the Commission's rules are amended as set forth below.

Adopted: March 11, 1975.

Released: March 18, 1975.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082; 47 U.S.C. 154, 303)

FEDERAL COMMUNICATIONS  
COMMISSION,  
VINCENT J. MULLINS,  
Secretary.

Class of station	Composition of call sign	Call sign block
Amateur (letter "X" may not follow digit)...	1 letter, 1 digit, 1 letter <sup>1</sup> .....	K1A through K0Z. N1A through N0Z. W1A through W0Z. K1AA through K0ZZ. N1AA through N0ZZ. W1AA through W0ZZ.
Do.....	1 letter, 1 digit, 2 letters <sup>1</sup> .....	K1AA through K0ZZZ. N1AA through N0ZZZ. W1AA through W0ZZZ.
Do.....	1 letter, 1 digit, 3 letters <sup>1</sup> .....	K1AAA through K0ZZZZ. N1AAA through N0ZZZZ. W1AAA through W0ZZZZ.
Do.....	2 letters, 1 digit, 1 letter <sup>1</sup> .....	KA1A through K0LZ. NA1A through N0LZ. WA1A through W0LZ.
Do.....	2 letters, 1 digit, 2 letters <sup>1</sup> .....	KA1AA through K0LZZ. NA1AA through N0LZZ. WA1AA through W0LZZ.
Do.....	2 letters, 1 digit, 3 letters <sup>1</sup> .....	KA1AAA through K0LZZZ. NA1AAA through N0LZZZ. WA1AAA through W0LZZZ.

In § 97.51, paragraph (b) is amended to read as follows:

§ 97.51 Assignment of call signs.

(b) An amateur call sign will consist of a sequence of one or two letters, a numeral designating the call sign area, and not more than three letters. The call sign areas are as follows:

[FR Doc.75-7408 Filed 3-21-75;8:45 am]

Title 49—Transportation

CHAPTER V—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 73-6; Notice 2]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Windshield Defrosting and Defogging Systems

The purpose of this notice is to amend Motor Vehicle Safety Standard No. 103, *Windshield Defrosting and Defogging*

The table in § 2.302 of the Commission's Rules is revised to read as follows:

§ 2.302 Call signs.

The table which follows indicates the composition and blocks of international call signs available for assignment when such call signs are required to be transmitted for station identification by the rules pertaining to particular classes of stations. When stations operating in two or more classes are authorized to the same licensee for the same location, the Commission will assign a separate call sign to each station in a different class. (In addition to the U.S. call sign allocations listed below, call sign blocks AAA through AEZ and ALA through ALZ have been assigned to the Department of the Army; call sign block AFA through AKZ has been assigned to the Department of the Air Force; and call sign block NAA through NZZ has been assigned jointly to the Department of the Navy and the U.S. Coast Guard; however, amateur format call signs are excluded from the block assignments made to these departments.)

Systems, to revise the wind test condition.

On March 20, 1973, the National Highway Traffic Safety Administration published a notice (38 FR 7339) proposing a change in the standard's wind velocity test condition which would clarify the NHTSA's intent that the performance requirements be met at all levels within the specified wind speed range. The present provision specifying that "the wind velocity may not exceed 5 mph" may be interpreted by manufacturers as requiring compliance at only one point within the range. Such an interpretation could result in enforcement problems if the NHTSA discovered a failure to comply when testing a vehicle at one point within the range while the manufacturer had attained compliance during testing at another point within the specified wind speed range. Perpetuation of this type of enforcement situation might retard the development of complying vehicle systems and undermine the level of performance the NHTSA intends to accomplish. Therefore, the NHTSA proposed



in its March 20, 1973, notice that the standard specify that the wind velocity test condition be at any level from 0 to 2 mph. Reading this requirement together with the interpretive provisions of § 571.4, the vehicle would be required to be capable of complying with the standard when the wind velocity is at any speed within that range. This would prevent any discrepancy between the manufacturers' and the NHTSA's conception of what the standard actually requires.

Several comments submitted in response to the proposal to revise the wind speed test condition asserted that wind speeds cannot be accurately measured below 2 mph, and therefore the requirement should remain unchanged. This objection lacks merit, since the standard only requires that a vehicle be capable of complying with the standard at wind speeds from 0 to 2 mph. A manufacturer may generally conduct his testing at higher wind speeds to determine compliance, since the greater the wind speed, the more difficult it is to defrost the windshield within the specified time span.

The March 20, 1973, notice also proposed that the test chamber temperature sensor be located in a position not substantially affected by the heat from the engine. Comments from Ford and General Motors, submitted in response to this aspect of the proposal, objected to the proposed temperature location as unobjective and ambiguous and suggested establishment of a more specific location. The NHTSA is in tentative agreement with commenters' suggestion and is proposing in a separate notice issued today an exact location for the temperature sensor.

In consideration of the foregoing, in § 4.3 of 49 CFR § 571.103, Motor Vehicle Safety Standard No. 103, paragraph (g) is amended, to read as follows:

**§ 571.103 Windshield Defrosting and Defogging Systems.**

**S4.3 . . .**

(g) The wind velocity is at any level from 0 to 2 mph.

**Effective date:** September 1, 1975.

(Secs. 103, 119, Pub. L. 89-563, 80 Stat. 718, 15 U.S.C. 1392, 1407; delegation of authority at 49 CFR 1.51.)

Issued on March 17, 1975.

JAMES B. GREGORY,  
Administrator.

[FR Doc. 75-7536 Filed 3-21-75; 8:45 am]

**CHAPTER X—INTERSTATE COMMERCE COMMISSION**

**SUBCHAPTER A—GENERAL RULES AND REGULATIONS**

[Rev. S.O. 1207]

**PART 1033—CAR SERVICE  
Lehigh Valley Railroad Co.**

At a session of the Interstate Commerce Commission, Division 3, held at its

office in Washington, D.C., on the 17th day of March, 1975.

It appearing, that the Lehigh and New England Railway Company (LNE) has notified the Commission that, on or before January 24, 1975, it will be unable to transport the traffic offered it because its cash position makes continued operation impossible; and that, accordingly, the LNE has placed its embargo No. 1-75 against all traffic, effective January 7, 1975;

It further appearing, that the imminent cessation of all transportation services by the LNE constitutes an emergency situation such as that contemplated by section 1(16) (b) of the Interstate Commerce Act (49 U.S.C. 1(16)), as amended, by section 601(e) of the Regional Rail Reorganization Act of 1973 (Pub. L. 93-236); and that section authorizes the Commission under certain prescribed conditions, to direct a carrier or carriers by railroad to perform essential transportation services which another carrier is no longer able to perform;

It further appearing, that the legislative history to section 1(16) (b) indicates that its purpose is to assure the continuance of essential rail service for a period of sixty days, or in extraordinary circumstances for an extended period not to exceed 240 days, in the event that a railroad is required to cease operation under conditions described in the Act; and that such authority was intended as an interim emergency measure and not as a permanent solution;

It further appearing, that in determining whether the LNE should be operated pursuant to the authority of section 1(16) (b) and in its planning therefor, the Commission, consistent with Congressional intent and the provisions of the Emergency Rail Services Act of 1970 (45 U.S.C. 661), has coordinated its activities with the Department of Transportation and has been in consultation with representatives of the United States Railway Association, among others;

It further appearing, that the Commission has determined that based upon the statute and the directives contained in the legislative history of section 1(16) (b) of the Act, the operation of the lines of the LNE is necessary and such operation is in the public interest; that the Commission considered many factors, including but not limited to: the transportation requirements of the patrons of the LNE, the economic impact of a discontinuance of service, the amount of originating and terminating traffic on individual lines, transportation requirements of connecting carriers, condition of track, alternative carriers and transportation modes, and net operating revenues attributable to individual lines; and that, the Commission should direct a carrier to operate over the lines of the LNE;

It further appearing, that the Lehigh Valley Railroad Company (Robert C. Haldeman, Trustee) (LV) should be directed to provide the services herein determined to be essential in the public interest, which were formerly performed

by the LNE, because, among other things, the LV's proximity to the lines of the LNE, the volume of the traffic LNE interchanges with the LV, its familiarity with the operation of the LNE and its willingness and ability to perform the services required for shippers;

It further appearing, that the performance of the operations directed herein will not substantially impair the LV's ability adequately to serve its own patrons or to meet its outstanding common carrier obligations; that the performance of the directed operation should not violate the provisions of the Federal Railroad Safety Act of 1970 (45 U.S.C. 421);

It further appearing, that in light of the emergency situation which would result from a cessation of all transportation service by the LNE, public notice and hearings are impractical and not required by the procedures set forth in section 1(15) of the Act; that the public interest requires the continuation of operation over certain lines of the LNE by the LV for a period of operation of 60 days as provided by section 1(16) (b) of the Act; and that good cause exists for making this order effective upon the date served;

It further appearing, that the LV is presently a railroad in reorganization under section 77 of the Bankruptcy Act (11 U.S.C. 205) subject to the jurisdiction of the United States District Court for the Eastern District of Pennsylvania; and that, accordingly, approval of said court may be necessary for the implementation of this order; and

It further appearing, and the Division so finds, that this decision is not a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969;

It further appearing, and the Division so finds, that cessation of service by the LNE would have serious economic consequences not only to the patrons of the LNE but also to the communities located within the area; and for good cause appearing therefore;

**§ 1033.1207 Service Order No. 1208.**

(a) *Lehigh Valley Railroad Company (Robert C. Haldeman, Trustee) Directed to operate certain portions of Lehigh and New England Railway Company.* It is ordered, That the Lehigh Valley Railroad Company, debtor, (Robert C. Haldeman, Trustee), be, and it is hereby directed to enter upon the railroad properties presently operated by the Lehigh and New England Railway Company, except the Tamaqua branch, extending between Tamaqua, Pennsylvania, and Hauto, Pennsylvania, and to operate such railroad and facilities subject to any necessary approval of the reorganization court of the United States District Court for the Eastern District of Pennsylvania, for the purpose of handling, routing, and moving the traffic of the Lehigh and New England Railway Company in accordance with the lawful instructions of shippers and consignees



and in compliance with the rules and regulations of the Commission, and subject to the rates and charges prescribed in tariffs lawfully published and filed in accordance with law and applicable to freight traffic transported over the lines of the Lehigh and New England Railway Company; that such entry and operations shall commence on or before 12:01 a.m., January 24, 1975, and shall continue for a period of 150 days, unless such period is reduced by order of the Commission or unless further extended by order of the Commission, for cause shown, for an additional designated period; and that a certified copy of the order of the court authorizing the Lehigh Valley Railroad Company, debtor, to perform the directed service pursuant to the order of the Commission shall be filed with this Commission, with appropriate reference to this proceeding;

(b) *It is further ordered*, That the Lehigh and New England Railway Company shall, on the date of service of this order inform all persons who were given notice of its embargo No. 1-75, that said embargo shall no longer be applicable to service over its lines;

(c) *It is further ordered*, That the Lehigh Valley Railroad Company, debtor, shall (1) collect all revenues attributable to the handling, routing, and movement of freight traffic including all agents' and conductors' accounts and all payments from other carriers collected after the commencement of directed operations; (2) distribute such revenues in accordance with divisional agreements presently applicable, collecting and paying to the Lehigh and New England Railway Company the divisions of joint revenues payable to the Lehigh and New England Railway Company pursuant to such division agreements which are derived from services performed and events occurring prior to January 24, 1975, and collecting and retaining for the Lehigh Valley Railroad Company, debtor, on a segregated basis all such divisions of joint revenues payable to the Lehigh and New England Railway Company pursuant to such division agreements which are derived from services performed by the Lehigh Valley Railroad Company, debtor, in the place and stead of the Lehigh and New England Railway Company and from events occurring on or after January 24, 1975;

(d) *It is further ordered*, That all carriers are hereby directed to pay to the Lehigh Valley Railroad Company, debtor, such sums as otherwise would be payable to the Lehigh and New England Railway Company including interline freight revenues, per diem, and all other interline accounts of whatsoever kind and nature coming due under normal accounting rules and procedures for the settlement of interline transactions and accounts between carriers during the period this order is in effect and thereafter coming due for services performed and events occurring during the period of directed service;

(e) *It is further ordered*, That the Lehigh Valley Railroad Company, debtor, shall pay to all carriers amounts re-

ceived by it but due to them for services performed by them, for per diem, and for events occurring either prior to the commencement of operations directed herein or during the period this order is in effect, all in accordance with established procedures for the settlement of interline transactions and accounts between carriers;

(f) *It is further ordered*, That the Lehigh Valley Railroad Company, debtor, be, and it is hereby, authorized to act on behalf of the Lehigh and New England Railway Company in all matters pertaining to the establishment of rates, routes and divisions applicable to that portion of the LNE operated by the LV as defined in paragraph (a) herein, including the publication or amendment of tariffs, division sheets, etc.

(g) *It is further ordered*, That in executing the directions of this Commission as provided for in this order, all carriers involved in the movement of traffic to the lines of the Lehigh and New England Railway Company shall proceed even though in some instances, no contracts, agreements or arrangements now exist between them with reference to the divisions of the rates of transportation applicable to said traffic; that in the event reroutings are necessary pursuant to the directives of this and subsequent orders, the divisions shall be, during the time this order remains in force, those voluntarily agreed upon by and between said carriers, or upon failure of the carriers to so agree said divisions shall be those hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by the Interstate Commerce Act;

(h) *It is further ordered*, That, in carrying out the operations directed herein, the Lehigh Valley Railroad Company, debtor, shall hire employees of the Lehigh and New England Railway Company to the extent such employees had previously performed the directed service and shall assume all existing employment obligations and practices of the Lehigh and New England Railway Company relating thereto, including, but not limited to, agreements governing rates of pay, rules, working conditions, and all current employee protective conditions, for the duration of the directed service;

(i) *It is further ordered*, That the Lehigh Valley Railroad Company, debtor, and the Lehigh and New England Railway Company shall, if possible, negotiate an agreement (hereinafter called the agreement) on all aspects of the directed operation subject to their determination, including, but not limited to use of and rental for equipment, use of, and compensation for, existing inventories of fuel, materials, and supplies, and rental for the use of rights-of-way and other rail facilities; that the Commission shall be represented at all such discussions; that the agreement shall be subject to approval by the Commission upon such procedure as the Commission shall later specify; and that in the event the Lehigh Valley Railroad Company, debtor, and the Lehigh and New England Rail-

way Company fail to agree upon the terms for such use and compensation, the directed service shall continue pending a Commission determination to establish such terms as it may find to be just and reasonable;

(j) *It is further ordered*, That in the event the parties achieve agreement, any funds to be paid the Lehigh and New England Railway Company thereunder shall be paid into an escrow account until the agreement is given approval by the Commission; and that in the event the parties are unable to reach agreement, any monies the Lehigh Valley Railroad Company, debtor, holds for the account of the Lehigh and New England Railway Company to compensate it for the use of its equipment and facilities and properties, in lieu of a final agreement, shall be paid into an escrow account until a determination has been made by the Commission as to what terms are just and reasonable;

(k) *It is further ordered*, That the Lehigh Valley Railroad Company, debtor, shall record the revenues earned and the costs incurred in and for the performance of the operations directed herein over the lines of the Lehigh and New England Railway Company, in a manner to be prescribed by the Commission, that the information so recorded, and supporting data where specifically required, shall be submitted by the Lehigh Valley Railroad Company, debtor, to the Commission for audit and evaluation immediately upon completion of the directed operation, or at such intervals, during the period of the directed operation, as the Commission may request; and that, if, for the period during which this order shall be effective, the cost to the Lehigh Valley Railroad Company, debtor, of handling, routing, and moving the traffic over the lines of the Lehigh and New England Railway Company shall exceed the direct revenues therefor, payment shall be made to the Lehigh Valley Railroad Company, debtor, in the manner provided by section 1(16)(b) of the Act;

(l) *It is further ordered*, That the Commission shall retain jurisdiction to modify, supplement or reconsider this order at any time and for such purposes as it may consider necessary consistent with the legislative intent and the express provision of section 1(16)(b) of the Interstate Commerce Act, as amended;

(m) *It is further ordered*, That this order shall be served upon the United States Department of Transportation, the United States Railway Association, the Rail Planning Services Office of the Interstate Commerce Commission, the governor of the State of Pennsylvania, Pennsylvania Public Utilities Commission, the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that notice of this order 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.

(n) *It is further ordered*, That this order shall be effective upon the date of service; that the operations which the Lehigh Valley Railroad Company, debtor, is herein directed to perform shall commence on or before 12:01 a.m., January 24, 1975; and that such operations shall cease 150 days from the date the directed service shall be instituted by the Lehigh Valley Railroad Company, debtor, at 11:59 p.m., unless otherwise extended, modified, changed, or suspended by subsequent order of the 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 Secs. 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).)

By the Commission, Division 3.

[SEAL] ROBERT L. OSWALD,  
Secretary.

[FR Doc. 75-7601 Filed 3-21-75; 8:45 am]

[Rev. S.O. 1208]

## PART 1033—CAR SERVICE

### Reading Co.

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C., on the 17th day of March, 1975.

It appearing, that the Lehigh and New England Railway Company (LNE) has notified the Commission that, on or before January 24, 1975, it will be unable to transport the traffic offered it because its cash position makes continued operation impossible; and that, accordingly, the LNE has placed its embargo No. 1-75 against all traffic, effective January 7, 1975;

It further appearing, that the imminent cessation of all transportation services by the LNE constitutes an emergency situation such as that contemplated by section 1(16) (b) of the Interstate Commerce Act (49 U.S.C. 1(16)), as amended, by section 601(e) of the Regional Rail Reorganization Act of 1973 (Pub. L. 93-236); and that section authorizes the Commission under certain prescribed conditions, to direct a carrier or carriers by railroad to perform essential transportation services which another carrier is no longer able to perform;

It further appearing, that the legislative history to section 1(16) (b) indicates that its purpose is to assure the continuance of essential rail service for a period of sixty days, or in extraordinary circumstances for an extended period not to exceed 240 days, in the event that a railroad is required to cease operation under conditions described in the Act; and that such authority was intended as an interim emergency measure and not as a permanent solution;

It further appearing, that in determining whether the LNE should be operated pursuant to the authority of section 1(16) (b) and in its planning therefore, the Commission, consistent with Congressional intent and the provisions

of the Emergency Rail Services Act of 1970 (45 U.S.C. 661), has coordinated its activities with the Department of Transportation and has been in consultation with representatives of the United States Railway Association, among others;

It further appearing, that the Commission has determined that based upon the statute and the directives contained in the legislative history of section 1(16) (b) of the Act, the operation of the lines of the LNE is necessary and such operation is in the public interest; that the Commission considered many factors, including but not limited to: the transportation requirements of the patrons of the LNE, the economic impact of a discontinuance of service, the amount of originating and terminating traffic on individual lines, transportation requirements of connecting carriers, condition of track, alternative carriers and transportation modes, and net operating revenues attributable to individual lines; and that, the Commission should direct a carrier to operate over the lines of the LNE;

It further appearing, that the Reading Company, Andrew L. Lewis, Jr., and Joseph L. Castle, Trustees (Rdg) should be directed to provide the services herein determined to be essential in the public interest, which were formerly performed by the LNE, because, among other things, the Rdg's proximity to the lines of the LNE, the volume of the traffic LNE interchanges with the Rdg, its familiarity with the operation of the LNE and its willingness and ability to perform the services required for shippers;

It further appearing, that the performance of the operations directed herein will not substantially impair the Rdg's ability adequately to serve its own patrons or to meet its outstanding common carrier obligations; that the performance of the directed operation should not violate the provisions of the Federal Railroad Safety Act of 1970 (45 U.S.C. 421);

It further appearing, that in light of the emergency situation which would result from a cessation of all transportation service by the LNE, public notice and hearings are impractical and not required by the procedures set forth in section 1(15) of the Act; that the public interest requires the continuation of operation over certain lines of the LNE by the Rdg for a period of operation of 60 days as provided by section 1(16) (b) of the Act; and that good cause exists for making this order effective upon the date served;

It further appearing, that the Rdg is presently a railroad in reorganization under section 77 of the Bankruptcy Act (11 U.S.C. 205) subject to the jurisdiction of the United States District Court for the Eastern District of Pennsylvania; and that, accordingly, approval of said court may be necessary for the implementation of this order; and

It further appearing, and the Division so finds, that this decision is not a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969;

It further appearing, and the Division so finds, that cessation of service by the LNE would have serious economic consequences not only to the patrons of the LNE but also to the communities located within the area; and for good cause appearing therefore:

## § 1033.1208 Service Order No. 1208.

(a) *Reading Company, Andrew L. Lewis, Jr., and Joseph L. Castle, trustees, directed to operate certain portions of Lehigh and New England Railway Company.* It is ordered, That the Reading Company, Andrew L. Lewis, Jr., and Joseph L. Castle, Trustees (Rdg), be, and it is hereby directed to enter upon that portion of the Tamaqua branch of the Lehigh and New England Railway (LNE) extending between milepost 2.20 west of Hauto, Pennsylvania, and a connection with the Reading Company at milepost 6.55 in the vicinity of Tamaqua, Pennsylvania, and to operate such railroad and facilities subject to any necessary approval of the reorganization court of the United States District Court for the Eastern District of Pennsylvania, for the purpose of handling, routing, and moving the traffic of the Lehigh and New England Railway Company in accordance with the lawful instructions of shippers and consignees and in compliance with the rules and regulations of the Commission, and subject to the rates and charges prescribed in tariffs lawfully published and filed in accordance with law and applicable to freight traffic transported over the lines of the Lehigh and New England Railway Company; that such entry and operations shall commence on or before 12:01 a.m., January 24, 1975, and shall continue for a period of 150 days, unless such period is reduced by order of the Commission or unless further extended by order of the Commission, for cause shown, for an additional designated period; and that a certified copy of the order of the court authorizing the Reading Company to perform the directed service pursuant to the order of the Commission shall be filed with this Commission, with appropriate reference to this proceeding;

(b) *It is further ordered*, That the Lehigh and New England Railway Company shall, on the date of service of this order inform all persons who were given notice of its embargo No. 1-75, that said embargo shall no longer be applicable to service over its lines;

(c) *It is further ordered*, That the Reading Company shall (1) collect all revenues attributable to the handling, routing, and movement of freight traffic including all agents' and conductors' accounts and all payments from other carriers collected after the commencement of directed operations; (2) distribute such revenues in accordance with divisional agreements presently applicable, collecting and paying to the Lehigh and New England Railway Company the divisions of joint revenues payable to the Lehigh and New England Railway Company pursuant to such division agreements which are derived from services performed and events occurring prior to