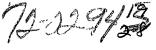
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REPORT TO THE SUBCOMMITTEE ON POSTAL FACILITIES AND MAIL COMMITTEE ON POST OFFICE AND CIVIL SERVICE HOUSE OF REPRESENTATIVES





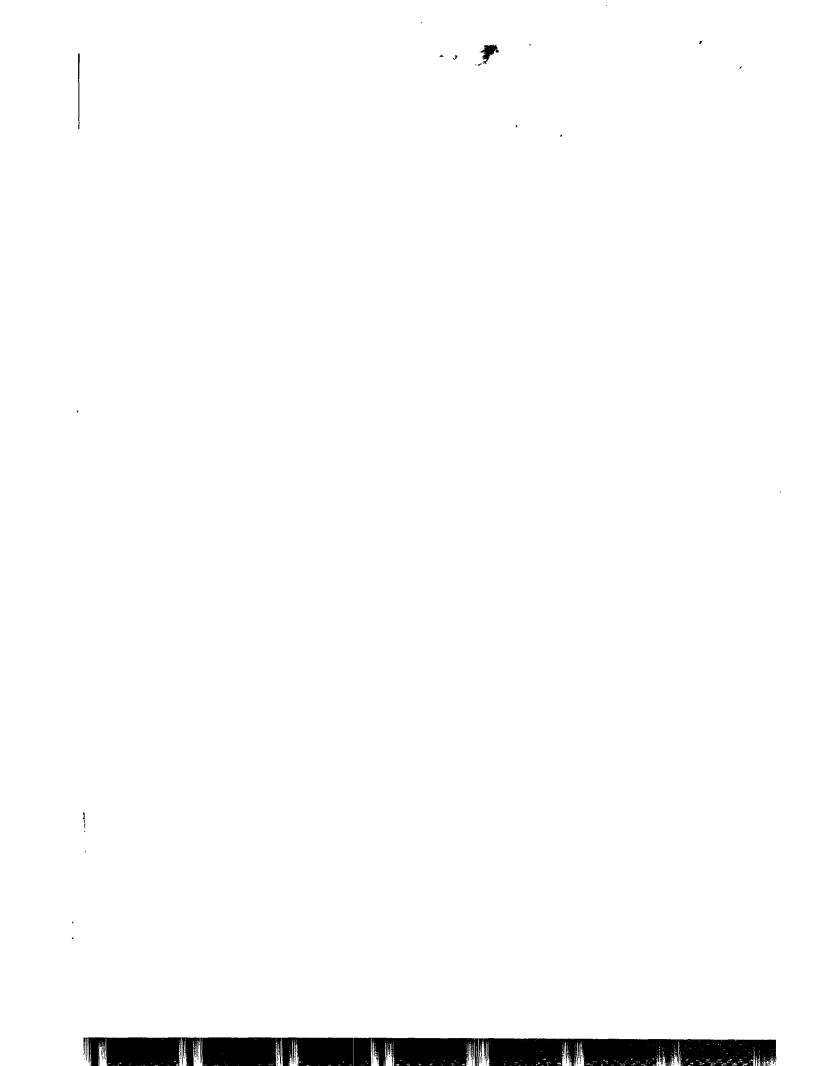
## **Examination Of Selected Terminated Architect-Engineering Design Contracts**

R\_171504

**United States Postal Service** 

BY THE COMPTROLLER GENERAL OF THE UNITED STATES





# TO LAR GRAPE

### COMPTROLLER GENERAL OF THE UNITED STATES WASHINGTON, D.C. 20548

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Dear Mr. Chairman:

In a letter dated February 28, 1972, you requested that we prepare a study on the costs resulting from canceling certain postal building projects which were so advanced that architectural and mechanical design plans had to be put aside. As agreed to with your office, we verified the financial data furnished to us by your staff concerning architect-engineer (A-E) contract amounts and related payments for 20 Postal Service projects. We reviewed in detail the projects in Atlanta, Georgia; Chicago (North Suburban), Illinois; Dallas, Texas; Inglewood, California; and Murray Hill Station, New York, N.Y.

The results of our study are summarized below and are presented in greater detail in this report.

The Postal Service paid A-E contractors about \$2.8 million for the architectural design of five multistory postal buildings in which preferential mail (letters) and bulk mail (advertising circulars and packages) were to be processed. Of the \$2.8 million, about \$2.4 million was for A-E design work, and the remaining amount was for such items as subsoil tests, travel, foundation investigation, and termination fees. The A-E contracts for the design of the five multistory buildings were terminated because the Postal Service decided that it would be more economical to process preferential and bulk mail in separate specialized buildings rather than in one multistory building.

The Postal Service plans to build, at an estimated cost of about \$950 million, a network of 21 major and 12 satellite buildings to handle bulk mail. It also plans to either construct new or modify existing buildings to handle preferential mail. This preferential mail network is to consist of 177 buildings costing about \$4 billion. The Postal Service expects that the bulk mail and preferential mail networks will be fully operational by June 1975 and July 1978, respectively. The Postal Service estimated that these two networks would reduce annual operating costs by about \$300 million and \$1 billion, respectively. Our Office is in the process of reviewing the implementation of these two networks, and therefore we are not in a position to comment on the validity of the estimated savings or on the desirability of the networks.

We believe that the Postal Service will receive little, if any, benefit from the work performed by the A-E contractors on the design of the five postal buildings. The buildings being designed to handle both preferential and bulk mail were multistory postal buildings, whereas the buildings to be used in the preferential and bulk mail networks are designed to handle either preferential mail or bulk mail in separate specialized buildings.

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We were informed by several of the A-E contractors that very little benefit could be obtained from the design work performed under the terminated contracts. The A-E contractors also stated that their design work would be of no value if a different site was acquired or if a different A-E contractor was subsequently selected to design a postal building.

Our verification of the financial data showed that the Postal Service had made payments totaling about \$5.2 million to A-E contractors for the remaining 15 A-E contracts before terminating them. Of the \$5.2 million, about \$4.9 million was for design work performed by the A-E contractors and the remaining amount was for such items as subsoil tests, travel, and a termination fee. Selected data relating to the 20 terminated A-E contracts are contained in the appendix.

We have not requested the Postal Service or the A-E contractors to review or formally comment on the information contained in this report. In accordance with your request, this report is also being furnished to Congressman H. R. Gross. We plan to make no further distribution of this report unless copies are specifically requested, and then we shall make distribution only after your agreement has been obtained or public announcement has been made by you concerning the contents of the report.

Sincerely yours,

Denuty

Comptroller General of the United States

The Honorable Robert N. C. Nix, Chairman Subcommittee on Postal Facilities and Mail Committee on Post Office and Civil Service House of Representatives

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#### EXAMINATION OF SELECTED

#### TERMINATED ARCHITECT-ENGINEERING

#### DESIGN CONTRACTS

#### UNITED STATES POSTAL SERVICE

We reviewed the architect-engineering contracts for the building projects located in Atlanta, Georgia; Dallas, Texas; Chicago (North Suburban), Illinois; Inglewood, California; and Murray Hill Station, New York, N.Y., to ascertain the reasons for the Postal Service's decision to terminate these contracts. We also determined the amount paid by the Postal Service under each terminated contract.

Actions associated with the terminated A-E contracts were initiated and completed by the former Post Office Department. For purposes of this report, however, all Post Office Department actions will be referred to as Postal Service actions.

The Postal Service made a study, before awarding each A-E contract, of the need for construction of new postal buildings in each of the five cities. Each study concluded that the existing space and postal buildings were inadequate to handle mail-processing functions in an efficient and economical manner. All five studies proposed the construction of new multistory postal buildings capable of processing preferential and bulk mail. We did not review or evaluate the need, as indicated by the Postal Service studies, for the construction of multistory postal buildings in each of the five cities because these decisions were made 3 or 4 years ago and because the Postal Service employees responsible for these decisions are no longer with the Postal Service. Our review was concerned primarily with the reasons for terminating the A-E contracts.

The details on each of the five projects are discussed on pages 2 to 12 of this report, and the financial data relating to these five projects is included in the appendix. We verified the financial data for 15 other terminated A-E contracts which are summarized on page 12 and included in the appendix.

#### FIVE TERMINATED A-E CONTRACTS

#### Atlanta, Georgia

A Postal Service study in 1968 disclosed that the mail-processing operations in the main Atlanta post office were inefficient because of inadequate space and a shortage of modern mechanized mail-processing equipment. The study showed that, because of the inadequate space, it would be extremely difficult to install modern mail-processing equipment or to utilize it efficiently.

The study also indicated that an increasing volume of mail was being processed in leased facilities in the Atlanta area and that, although the leased facilities provided a temporary solution for handling the increasing mail volume, they did not provide for an efficient mail-processing operation.

The study concluded that the combination of more adequate space and modern mechanized mail-handling equipment would permit the handling of an increasing mail volume for many years to come. The study concluded that the Postal Service should construct a multistory building capable of handling both preferential and bulk mail.

On January 17, 1969, the Postal Service awarded a contract in the amount of \$1,340,800 to the A-E firms of Stevens and Wilkinson (a partnership) and Cooper, Carry & Associates, Inc., a joint venture, to design a multistory postal building capable of processing both preferential and bulk mail. The contract amount included \$313,800 for supervision and services to be provided during construction of the building.

The Postal Service suspended contract work on December 12, 1969, and terminated the contract on May 7, 1970. The Postal Service decided, on the basis of studies performed by outside consultants, that it would be more economical to process preferential and bulk mail in separate specialized buildings rather than in one multistory building. The Postal Service concluded that the design work performed under the A-E contract would not satisfy the new design requirements for the planned preferential and bulk mail buildings.

The Postal Service, at the time it terminated the A-E contract, had made payments of \$560,163, of which \$513,500 was for design work and \$46,663 was for such items as subsoil tests, travel, street location surveys, and a termination fee.

A Postal Service official informed us that a larger site had been acquired by the Postal Service for a bulk mail building and that the site acquired for the multistory building had been retained for future use by the Postal Service. He stated that the original A-E firm had been awarded a new A-E contract to design the bulk mail building and that, because the same A-E firm was being used, some of the design work completed under the terminated A-E contract might be useful in designing the new building. He stated, however, that this was not certain and that the value of the prior work, if used, could not be determined.

A representative of the A-E firm informed us that the only benefit that could be derived from the work his firm had performed under the terminated contract was the experience his firm had obtained in designing a postal building and in learning about postal operations. He stated that the design work, as performed, was valueless for any future A-E design work and that it would be difficult, if not impossible, to adapt portions of the previous design for the multistory building to a new type of building. He stated that the design work performed on the multistory postal building was of no value to his firm in designing the single-story bulk mail building.

#### Chicago (North Suburban), Illinois

A report by the Postal Service in 1968 noted that the North Suburban post office was located in a leased building containing 63,740 square feet and having an annual rental of \$89,780. The building, according to the report, was grossly inadequate to provide the necessary space for the mail-processing functions and had limited truck-docking space and a lack of workroom space for parcel post operations. The report noted that construction of a new North Suburban postal building would permit expanded mechanized postal operations in a consolidated location and would result in better mail service and greater economy and efficiency than was possible in the existing building.

According to the report, postal space requirements could not be met through available commercial space in the community and the new building would alleviate the workload and congestion in the main Chicago post office and would greatly improve mail service in the entire Chicago metropolitan area. The report concluded that a new multistory postal building should be constructed to handle both preferential and bulk mail.

On February 6, 1968, the Postal Service awarded an A-E contract in the amount of \$756,015 to the firms of Perkins and Will (a partnerhsip) and Illinois Belli and Belli Company, a joint venture, to design a multistory building capable of processing both preferential and bulk mail. The contract amount included \$219,120 for supervision and services to be provided during construction of the building.

The Postal Service terminated the design contract on May 7, 1970, because it decided, on the basis of an outside consultant's study, that it would be more economical to process preferential and bulk mail in separate specialized buildings rather than in one multistory building. The Postal Service concluded that the design work performed under the A-E contract would not satisfy the new design requirements for the planned preferential and bulk mail buildings.

The Postal Service, at the time it terminated the A-E contract, had made payments of \$593,917, of which \$536,895

was for design work and \$57,022 was for such items as field investigations, travel, and subsoil tests.

We were informed by the Postal Service Project Manager that the A-E design work was of no value to the Postal Service. He stated that the site which was to be used for the multistory preferential and bulk mail building could not be used by the Postal Service because of the inability to obtain access to a major highway. On the basis of views of the A-Es we contacted, we believe that the design work will be of no value because new sites have been acquired for the preferential and bulk mail buildings and because a different A-E firm has been awarded the design contract for the preferential mail building.

The North Suburban post office is presently located in a building leased by the Postal Service on September 1, 1970, for a 20-year period. On September 18, 1970, the postal operations were transferred to the leased building. The Postal Service Project Manager told us that the cost to modify the leased building was estimated to be about \$7 million. On May 17, 1971, a different A-E firm was awarded a design contract in the amount of \$317,000 for the design modifications necessary to convert the leased building to a preferential mail building. A Postal Service official told us that as of April 1972 the design work was 96 percent completed.

#### Dallas, Texas

A report by the Postal Service in 1968 stated that postal operations were being carried out in about 285,000 square feet of Government-owned space and 385,300 square feet of leased space at an annual rental of about \$941,458. The main mail-handling operations were being carried out in the Government-owned Terminal Annex Building which was constructed in 1937 and which, although well-maintained and structurally sound, was inadequate for postal operations and did not lend itself to the installation of modern mechanized mail-handling equipment. The report noted that the increasing mail volume had made it necessary to lease additional space at three locations and that the existing Dallas facilities did not provide for economical or efficient mail-processing operations.

The report concluded that the most satisfactory means of providing for present and forseeable space needs in the Dallas area would be to construct a new building capable of processing both preferential and bulk mail. On October 18, 1968, the Postal Service awarded an A-E contract in the amount of \$1,125,000 to the firm of Harwood K. Smith and Partners to design such a postal building. The contract amount included \$309,685 for supervision and services to be provided during construction of the building.

The A-E firm completed the design of the project in September 1969. Subsequently the Postal Service decided, on the basis of various studies, that it would be more economical to process preferential and bulk mail in separate specialized buildings rather than in one multistory building. The Postal Service concluded that the design work performed under the A-E contract would not satisfy the new design requirements for the planned preferential and bulk mail buildings, and it terminated the A-E contract on May 7, 1970.

The Postal Service, at the time it terminated the A-E contract, had made payments of \$858,805, of which \$813,770 was for design work and \$45,035 was for such items as subsoil tests and modifications to the design.

Postal Service officials informed us that the site acquired for the multistory building was not large enough to

accommodate the planned bulk mail building and that therefore a new site had been acquired for the building. The former site is still owned by the Postal Service. These Postal Service officials told us that the value of the prior A-E work was questionable because it may or may not be of any use in designing separate buildings to handle preferential and bulk mail.

The same A-E firm was awarded a contract on April 28, 1972, for the bulk mail building. An official of the A-E firm told us that the design work performed under the terminated contract would be of no value in designing the bulk mail building. He stated that, if the site acquired for the multistory building was used for a different type of postal building, the prior A-E design work would still be of no value. He said also that, if either the size or configuration of the building changed, new subsoil tests would have to be made to ensure the proper building location on the site.

#### Inglewood, California

A report by the Postal Service in 1969 stated that mail volume at Inglewood was increasing. The report indicated that the increasing mail volume would go beyond what the present buildings could accommodate because the buildings did not have enough space to allow the installation of modern mail-handling equipment.

The report noted that postal operations were being carried out in Government-owned space and in leased space in five locations at a total annual rental cost of \$204,500. The report stated that a new building would make it possible to utilize modern mail-handling equipment to process and distribute mail and would consolidate mail-handling operations and eliminate costly rehandling and inefficient employee utilization.

An economic evaluation by the Postal Service concluded that a proposed new building to house all mail operations would be more economical to the Postal Service and the Federal Government. On March 30, 1970, the Postal Service awarded an A-E contract in the amount of \$334,758 to the firm of Angel/Mock Associates, Inc., to design a multistory building capable of processing both preferential and bulk mail. The contract amount included \$78,728 for supervision and services to be provided during construction of the building.

At the June 24, 1970, meeting of the Postal Service Capital Investment Committee--which consists of the Assistant Postmasters General for Facilities, Operations, Research and Engineering, Finance and Administration, and Planning and Marketing--the Assistant Postmaster General for Facilities reported that design work on the Inglewood project was 50 percent completed. This official recommended that a study be initiated to evaluate the impact of incorporating area mail processing into present building construction plans. The area mail-processing program calls for all mail from designated post offices within a selected area to be consolidated at a designated postal building for machine sorting and distribution. The other members of the Capital Investment Committee concurred in this recommendation, and the Assistant Postmaster General for Facilities agreed to

notify the A-E contractor to suspend work on the design of the Inglewood building. The A-E contract was suspended by the Postal Service on June 26, 1970.

In July 1970 the Postal Service's Facility Project Review Committee studied the revised space needs which resulted from the inclusion of area mail processing into plans for the Inglewood building. This committee consists of the Assistant Postmasters General for Facilities, Operations, and Research and Engineering and provides staff assistance to the Capital Investment Committee. Because the revised space needs indicated that a larger site would be required, the Facility Project Review Committee agreed to continue suspension of the design work until the possible use of another site had been explored.

The A-E contract was terminated on January 29, 1971, pending resolution of the area mail-processing requirements and review of a consultant's report concerning the space needs to accommodate mail-processing operations for the Los Angeles area.

The Postal Service, at the time the contract was terminated, had made payments totaling \$252,152, of which \$167,949 was for design work, \$1,135 was for travel, and \$83,068 was for retaining the A-E firm on a standby basis during the period July 9, 1970, to January 29, 1971, while the Postal Service was deciding whether to terminate or continue the design contract.

The Postal Service stated, in its January 29, 1971, letter to the A-E firm, that the termination of the design contract was for the convenience of the Government and was necessitated because of the possible revisions to be made in the design of the Inglewood postal building. Postal Service records indicated that revisions in the design of the Inglewood postal building were necessary because of the planned preferential and bulk mail networks which would process mail in separate specialized buildings.

In March 1971 the Facility Project Review Committee reported that the best use that could be made of the site at Inglewood would be the construction of a carrier and finance station because the Inglewood site was not desirable as the

location for a major building. A carrier and finance station is a subsidiary unit of a post office installation which provides full window service, including registered mail services, sale of stamps and money orders, post office box rental, and carrier delivery services to residents in various areas of the city.

The Postal Service Project Manager informed us that a new site had been acquired for a bulk mail building because the original site was not large enough. He stated that, if the contract to design a new postal building was awarded to the same A-E firm whose contract for design of the combined multistory building was terminated, some of the prior work may be useful. The Postal Service plans also to build a separate building to handle preferential mail.

An official of the A-E firm which designed the Inglewood building informed us that, if the building changed in size, shape, or number of stories, the previous A-E design work would be of no value. He stated that the only benefit that could be realized, assuming his firm was awarded the A-E contract, would be from the subsoil investigations because these results would remain basically the same. He stated that A-E firms normally did not accept the work performed by other A-E firms because of liabilities that may arise if something went wrong with the construction work. He stated that therefore his firm's design work would be of no benefit to a new A-E firm for future design work.

#### Murray Hill Station, New York, N.Y.

The Postal Service made a space and mail volume study in 1962 to determine the need for postal buildings in the Murray Hill Station area to relieve the critical space needs and to provide space for the anticipated growth in mail volume. This study noted that the construction of the proposed Murray Hill Station postal building would permit the Postal Service to vacate the present Murray Hill Station postal building and to alleviate space congestion in various surrounding postal buildings.

The study noted that the new building would improve postal service, provide space for processing increased mail in the future, and enable the use of modern mail-handling equipment which would increase operational efficiency and expedite mail-processing operations. The Postal Service decided, on the basis of economies and improved service, to construct the new postal building.

On June 12, 1964, the Postal Service awarded an A-E contract in the amount of \$504,000 to the firms of Frank Grad and Sons and Hart, Benvenga, and Associates, a joint venture, to design the multistory building. The contract amount included \$126,000 for supervision and services to be provided during construction of the building.

The Postal Service terminated the contract on May 12, 1970, because it had decided, on the basis of outside consultant studies, that it would be economically advantageous to process preferential and bulk mail in separate specialized buildings rather than in one multistory building. The plans to construct a new postal building in this area are being held in abeyance until final plans have been made for building needs in the New York metropolitan area.

The Postal Service, at the time it terminated the A-E contract, had made payments totaling \$551,382, of which \$402,827 was for design work and \$148,555 was for such items as subsoil tests, a settlement fee, and foundation investigations.

The Postal Service Project Manager informed us that the design work could be used by any new A-E firm. He

stated that the usefulness of design work completed under any terminated A-E contract was not quantifiable and that he did not believe design work completed under any A-E contract, whether or not it was used for award of a construction contract, was a total loss to the Postal Service.

A representative of the A-E firm which designed the Murray Hill Station building informed us that, if the same site was used for a postal building and if his firm was awarded the A-E design contract, the benefits that could be derived from the prior design work would be (1) the working knowledge gained as to subsurface soil testing, (2) the information developed as to the circulation of trucks in and out of the site area, and (3) the design work on certain space common to both the old and the new buildings. He stated that if a different site was used the prior design work would be of no benefit.

He stated also that if another A-E firm was awarded the design contract for a new building his firm's prior design work would not be used by the new A-E firm because it was not considered ethical to use another A-E firm's work. He further stated that another A-E firm would not accept the work performed by a prior A-E firm because of possible liabilities if something went wrong during construction.

#### FIFTEEN TERMINATED A-E CONTRACTS

We verified financial data for 15 other A-E contracts which had been terminated. Our verification showed that the Postal Service had made payments totaling about \$5.2 million under these contracts before terminating them. Of the \$5.2 million, about \$4.9 million was for design work performed by the A-E firms and the remaining amount was for such items as subsoil tests, travel, foundation investigations, and a termination fee. (See appendix for additional information concerning payments made under each A-E contract.)

Our review showed that 10 of the 15 A-E contractors had completed all design work for the required buildings before the contracts were terminated. The contracts with the remaining five A-E contractors were terminated before the design work was completed.

SELECTED DATA FOR

#### CERTAIN TERMINATED A-E CONTRACTS

Contract   Contrac						Payments				
Pacility   A.E.   Date   Contractor   Cont										Date
Pacellity   Contractor   Cont			Dan-							
	Facility	A_E		Design			Other			
Partnership; Cooper, Carry 6.20   1-17-68   1,027,000   3   313,800   5   31,500   5   19,192   \$ 27,471   \$ 560,163   \$ 3-7.70     Carbondale, Ill.   R. A. Nack & Assoc., Inc.   12-17-68   89,524   39,450   89,244   6,484   -   95,728   5-7.70     Chicago, Ill.   Perkins & Hill Partnership; 18   Balli Co.   2 - 6-68   170,000   219,120   170,000   15,544   -   185,544   5-7.70     Chicago, Ill.   Perkins & Hill Partnership; 18   Balli Co.   2 - 6-68   536,895   219,120   536,895   57,022   -   593,917   5-7.70     Dallas, Tex.   Barvood K. Smith and Partners   10-18-68   815,315   309,685   813,770   45,035   -   858.805   5-7.70     East St. Louis, Ill.   Hellmuth, Obata & Kassabaus, Inc.   11-20-68   164,224   79,570   164,224   3,538   -   167,762   5-7.70     Inglewood, Calif.   Angel/Nock Assoc., Inc.   3-30-70   256,030   78,728   167,949   1,135   83,068   232,132   6-26-70     Madison, Wis.   John J. Flad & Assoc.;   1-10-69   311,397   85,961   229,687   9,256   -   238,943   5-7.70     Morgan Station, Now   Zohard Durrell Stone & Assoc.;   1-10-69   318,700   91,300   318,814   10,211   -   329,025   5-7.70     Morgan Station, Now   Zohard Durrell Stone & Assoc.;   1-10-69   318,700   91,300   318,814   10,211   -   329,025   5-7.70     Marray Hill Scation   Rew Work City, N.T.   Benwenga & Assoc.   6-12-64   378,000   126,000   402,827   119,555   29,000   551,382   5-12-70     Pittsburgh, Pa.   Deeter, Ritchery, Sippel and M. Baker, Jr., Inc.   1-15-69   1,125,000   410,600   237,298   2,465   -   239,763   5-7.70     Rapid City, S. Bak   Inc., Wahnah Assoc.   6-25-68   74,900   37,300   74,900   15,126   -   90,026   5-7.70     Riverside, Calif.   Ruhnaw, Evans & Steimann   11-27-68   143,500   58,100   144,858   3,960   -   148,818   5-7.70     Salem, Oreg.   Carkin & Sheman   1-16-69   163,874   107,055   163,874   5,807   -     169,681   5-7.70     Salem, Oreg.   Carkin & Sheman   1-16-69   304,618   115,870   304,618   18,274   -     338,000   5-7.70     Salem, Oreg.   Carkin & Sheman   1-16									Total	suspended
Partnership; Cooper, Carry 6.20   1-17-68   1,027,000   3   313,800   5   31,500   5   19,192   \$ 27,471   \$ 560,163   \$ 3-7.70     Carbondale, Ill.   R. A. Nack & Assoc., Inc.   12-17-68   89,524   39,450   89,244   6,484   -   95,728   5-7.70     Chicago, Ill.   Perkins & Hill Partnership; 18   Balli Co.   2 - 6-68   170,000   219,120   170,000   15,544   -   185,544   5-7.70     Chicago, Ill.   Perkins & Hill Partnership; 18   Balli Co.   2 - 6-68   536,895   219,120   536,895   57,022   -   593,917   5-7.70     Dallas, Tex.   Barvood K. Smith and Partners   10-18-68   815,315   309,685   813,770   45,035   -   858.805   5-7.70     East St. Louis, Ill.   Hellmuth, Obata & Kassabaus, Inc.   11-20-68   164,224   79,570   164,224   3,538   -   167,762   5-7.70     Inglewood, Calif.   Angel/Nock Assoc., Inc.   3-30-70   256,030   78,728   167,949   1,135   83,068   232,132   6-26-70     Madison, Wis.   John J. Flad & Assoc.;   1-10-69   311,397   85,961   229,687   9,256   -   238,943   5-7.70     Morgan Station, Now   Zohard Durrell Stone & Assoc.;   1-10-69   318,700   91,300   318,814   10,211   -   329,025   5-7.70     Morgan Station, Now   Zohard Durrell Stone & Assoc.;   1-10-69   318,700   91,300   318,814   10,211   -   329,025   5-7.70     Marray Hill Scation   Rew Work City, N.T.   Benwenga & Assoc.   6-12-64   378,000   126,000   402,827   119,555   29,000   551,382   5-12-70     Pittsburgh, Pa.   Deeter, Ritchery, Sippel and M. Baker, Jr., Inc.   1-15-69   1,125,000   410,600   237,298   2,465   -   239,763   5-7.70     Rapid City, S. Bak   Inc., Wahnah Assoc.   6-25-68   74,900   37,300   74,900   15,126   -   90,026   5-7.70     Riverside, Calif.   Ruhnaw, Evans & Steimann   11-27-68   143,500   58,100   144,858   3,960   -   148,818   5-7.70     Salem, Oreg.   Carkin & Sheman   1-16-69   163,874   107,055   163,874   5,807   -     169,681   5-7.70     Salem, Oreg.   Carkin & Sheman   1-16-69   304,618   115,870   304,618   18,274   -     338,000   5-7.70     Salem, Oreg.   Carkin & Sheman   1-16										
Carbondale, III.   R. A. Rack & Assoc., Inc.   121-7-68   89,027,000   8   313,800   8   92,44   6,484   -   95,778   5   50,163   5 - 7.70	Atlanta, Ga.									12-12-59 <sup>C</sup>
Carbendale, Ill.  R. A. Rack & Assoc, Inc.  12-17-68  89,324  39,430  89,244  6,484  - 99,728  5-7-70  Chicago, Ill. Chicago, Il			1-17-69	\$1.027.000	\$ 313,800	\$ 513,500	\$ 19,192	S 27.471	\$ 560,163	
Chicago, III. (South Suburban)  Perkina & Will Partnership: Illinois Belli & Belli Co.  2 - 6-68   170,000   219,120   170,000   15,544   -   185,544   5- 7-70  Chicago, III. (North Suburban)  Parkina & Will Partnership: Illinois Belli & Belli Co.  2 - 6-68   536,895   219,120   536,895   57,022   -   393,917   5- 7-70  Dallas, Tex.  Barwood K. Smith and Partners   10-18-68   815,315   309,685   813,770   45,035   -   858,805   5- 7-70  East St. Louis, III.  Hellmuth, Obata & Kassabaum, Inc.  Gary, Ind.  Fred Collins   11-20-68   164,224   79,570   164,224   3,538   -   167,762   5- 7-70  Inglewood, Calif.  Angel/Mock Assoc., Inc.  3 - 30-70   256,030   78,728   167,949   1,135   83,068   252,152   62-66-705   1-29-71  Jacksonville, Fla.  Willis, Veenstra, Register & 1-10-69   318,700   91,300   318,814   10,211   -   329,025   5- 7-70  Morgan Station, New York, N.T.  Ansa Assoc.; Frederick Harris & 6-29-67   2,538,000   (4)   1,926,491   58,357   58,498   2,043,346   5-13-69   1,125,000   1,125,000   1,126,000		G 1100001, 11111				-	•	¥ 2.,	•	
Chicago, III. Ch	Carbondale, Ill.	R. A. Nack & Assoc., Inc.	12-17-68	89,524	39,450	89,244	6,484	-	95,728	5- 7-70
Chicago, III. Ch	Chicago III	Parking & Will Partnership:								
Dallas, Tex.   Harvood K. Smith and Partners   10.18-68   315, 315   309, 685   813, 770   45,035   - 858,895   5 - 7-70     Bast St. Louis, III.   Hellmuth, Obata & Kassabaum, Inc.   11-20-68   164,224   79,570   164,224   3,538   - 167,762   5 - 7-70     Inglewood, Calif.   Angel/Mock Assoc., Inc.   3-30-70   256,030   78,728   167,949   1,135   83,068   252,152   6-26-70     Lacksonville, Fla.   Willis, Veenstra, Register & Cummings   1-6-69   311,397   85,961   229,687   9,256   - 238,943   5 - 7-70     Madison, Wis.   John J. Flad & Assoc.;   1-10-69   318,700   91,300   318,814   10,211   - 329,025   5 - 7-70     Morgán Station, New Edward Durrell Stone & Assoc.;   1-10-69   318,700   1,926,491   58,357   58,498   2,043,346   5-15-69     Marray Hill Station New York City, N.Y.   Benvenga & Assoc.;   6-12-64   378,000   126,000   402,827   119,555   29,000   551,382   5-12-70     Rapid City, S. Dak.   Kirkhan, Michael & Assoc.   6-25-68   74,900   37,300   74,900   15,126   - 90,026   5 - 7-70     Riverside, Calif.   Ruhnaw, Evans & Steinmann   11-27-68   143,500   58,100   144,858   3,960   - 144,818   5 - 7-70     Salam, Orag.   Carkin & Sherman   1-16-69   163,874   107,055   163,874   5,807   - 281,456   5 - 7-70     Salam, Orag.   Carkin & Sherman   1-14-69   30,018   115,870   344,618   18,274   - 358,892   5 - 7-70     San Antonio, Tex.   Govern Pierls & Krause;   1-17-69   388,000   190,175   367,973   21,088   - 389,061   5 - 7-70     San Antonio, Tex.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,599   5 - 7-70     Salcoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,579   5 - 7-70     Salcoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,579   5 - 7-70     Salcoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,579   5 - 7-70     Salcoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,579   5 - 7-			2- 6-68	170,000	219,120	170,000	15,544	-	185,544	5- 7-70
Dallas, Tex.   Harvood K. Smith and Partners   10.18-68   315, 315   309, 685   813, 770   45,035   - 858,895   5 - 7-70     Bast St. Louis, III.   Hellmuth, Obata & Kassabaum, Inc.   11-20-68   164,224   79,570   164,224   3,538   - 167,762   5 - 7-70     Inglewood, Calif.   Angel/Mock Assoc., Inc.   3-30-70   256,030   78,728   167,949   1,135   83,068   252,152   6-26-70     Lacksonville, Fla.   Willis, Veenstra, Register & Cummings   1-6-69   311,397   85,961   229,687   9,256   - 238,943   5 - 7-70     Madison, Wis.   John J. Flad & Assoc.;   1-10-69   318,700   91,300   318,814   10,211   - 329,025   5 - 7-70     Morgán Station, New Edward Durrell Stone & Assoc.;   1-10-69   318,700   1,926,491   58,357   58,498   2,043,346   5-15-69     Marray Hill Station New York City, N.Y.   Benvenga & Assoc.;   6-12-64   378,000   126,000   402,827   119,555   29,000   551,382   5-12-70     Rapid City, S. Dak.   Kirkhan, Michael & Assoc.   6-25-68   74,900   37,300   74,900   15,126   - 90,026   5 - 7-70     Riverside, Calif.   Ruhnaw, Evans & Steinmann   11-27-68   143,500   58,100   144,858   3,960   - 144,818   5 - 7-70     Salam, Orag.   Carkin & Sherman   1-16-69   163,874   107,055   163,874   5,807   - 281,456   5 - 7-70     Salam, Orag.   Carkin & Sherman   1-14-69   30,018   115,870   344,618   18,274   - 358,892   5 - 7-70     San Antonio, Tex.   Govern Pierls & Krause;   1-17-69   388,000   190,175   367,973   21,088   - 389,061   5 - 7-70     San Antonio, Tex.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,599   5 - 7-70     Salcoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,579   5 - 7-70     Salcoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,579   5 - 7-70     Salcoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,579   5 - 7-70     Salcoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,579   5 - 7-										
Dallas, Tex. Harwood K. Smith and Partners 10-18-68 815,315 309,685 813,770 45,035 - 858,805 5-7-70 Rest St. Louis, Ill. Hellmuth, Obata & Kassabaum, Inc. Hellmuth, Obata & Kassabaum, Inc. 11-20-68 164,224 79,570 164,224 3,538 - 167,762 5-7-70 Inglewood, Calif. Angel/Mock Assoc., Inc. 3-30-70 256,030 78,728 167,949 1,135 83,068 252,152 6-26.70 1-29-71 Jacksonville, Fla. Willis, Veenstra, Register & Cummings 1-6-69 311,397 85,961 229,687 9,256 - 238,943 5-7-70 Madison, Wis. John J. Flad & Assoc.; John J. John			2- 6-68	536 895	219,120	536.895	57.022	_	593.917	5- 7-70
East St. Louis, III. Hellmuth, Obata & Kassabaum, Inc.  Gary, Ind.  Fred Collins  11-20-68  164,224  79,570  164,224  3,538  - 167,762  5-7-70  Inglewood, Calif.  Angel/Mock Assoc., Inc.  3-30-70  256,030  78,728  167,949  1,135  83,068  252,152  6-25-70  1-29-71  Jacksonville, Fla.  Willis, Veenstra, Register & 1-6-69  Millis, Veenstra, Register & 1-6-69  Millis, Veenstra, Register & 1-10-69  Millis, Veenstr	(Not the Subul ban)	Igiliola Delli G Delli Go.	2- 0 00	330,033	·	•	•		·	
Inc. 4-15-68 213,000 101,000 213,000 24,382 - 237,382 6-5-70 Gary, Ind. Fred Collins 11-20-68 164,224 79,570 164,224 3,538 - 167,762 5-7-70 Inglewood, Calif. Angel/Mock Assoc., Inc. 3-30-70 256,030 78,728 167,949 1.135 83,068 252,152 6-26-70 1-29-71 Jacksonville, Fla. Willis, Veenstra, Register & Cummings 1-6-69 311,397 85,961 229,687 9,256 - 238,943 5-7-70 Madison, Wis. John J. Flad & Assoc.; Daverman Assoc. 1-10-69 318,700 91,300 318,814 10,211 - 329,025 5-7-70 Morgan Station, New York, N.Y. Station, New York Assoc.; Frederick Harris Assoc. Frank Grad & Sons; Hart, Berwenga & Assoc.; Frederick Harris Assoc. Frank Grad & Sons; Hart, Berwenga & Assoc. Frank Grad & Sons; Hart, Berwenga & Assoc. Inc.; Messe, Peterson & Foss, Inc.; Messe, Peterson &	Dallas, Tex.	Harwood K. Smith and Partners	10-18-68	815,315	309,685	813,770	45,035	-	858,805	5- 7-70
Inc. 4-15-68 213,000 101,000 213,000 24,382 - 237,382 6-5-70 Gary, Ind. Fred Collins 11-20-68 164,224 79,570 164,224 3,538 - 167,762 5-7-70 Inglewood, Calif. Angel/Mock Assoc., Inc. 3-30-70 256,030 78,728 167,949 1.135 83,068 252,152 6-26-70 1-29-71 Jacksonville, Fla. Willis, Veenstra, Register & Cummings 1-6-69 311,397 85,961 229,687 9,256 - 238,943 5-7-70 Madison, Wis. John J. Flad & Assoc.; Daverman Assoc. 1-10-69 318,700 91,300 318,814 10,211 - 329,025 5-7-70 Morgan Station, New York, N.Y. Station, New York Assoc.; Frederick Harris Assoc. Frank Grad & Sons; Hart, Berwenga & Assoc.; Frederick Harris Assoc. Frank Grad & Sons; Hart, Berwenga & Assoc. Frank Grad & Sons; Hart, Berwenga & Assoc. Inc.; Messe, Peterson & Foss, Inc.; Messe, Peterson &	Fort St Louis Til	Hallmuth Obata & Kassahaum								
Inglewood, Calif. Angel/Mock Assoc., Inc. 3-30-70   256,030   78,728   167,949   1,135   83,068   252,152   6-26-70	East St. Louis, III.		4-15-68	213,000	101,000	213,000	24,382	-	237,382	6- 5-70
Inglewood, Calif. Angel/Mock Assoc., Inc. 3-30-70   256,030   78,728   167,949   1,135   83,068   252,152   6-26-70				141.003	. 70 570	164 004	3 500		1/7 7/2	E 7 70
Jacksonville, Fla. Willis, Veenstra, Register & Cummings   1-6-69   311,397   85,961   229,687   9,256   - 238,943   5-7-70   Madison, Wis. John J. Flad & Assoc.;   1-10-69   318,700   91,300   318,814   10,211   - 329,025   5-7-70   Morgan Station, New York, N.Y.   Edward Durrell Stone & Assoc.;   6-29-67   2,538,000   (d)   1,926,491   58,357   58,498   2,043,346   5-15-69   Mirray Hill Station   Frank Grad & Sons; Hart,   6-12-64   378,000   126,000   402,827   119,555   29,000   551,382   5-12-70   Pittsburgh, Pa.   Deeter, Ritchey, Sippel   and M. Baker, Jr., Inc.   1-15-69   1,125,000   410,600   237,298   2,465   - 239,763   5-7-70   Rapid City, S. Dak.   Kirkham, Michael & Assoc.,   inc.; Messe, Peterson & Foss, Inc.; Dunham Assoc.   6-25-68   74,900   37,300   74,900   15,126   - 90,026   5-7-70   Riverside, Calif.   Ruhnaw, Evans & Steinmann   11-27-68   143,500   58,100   144,858   3,960   - 148,818   5-7-70   Salem, Oreg.   Carkin & Sherman   1-16-69   163,874   107,055   163,874   5,807   - 169,681   5-7-70   Salt Lake City, Utah   Ashon, Brazier, Montmorency   9-4-68   276,269   128,460   276,269   5,187   - 281,456   5-7-70   Syracuse, N.Y.   Quinlivan, Fierik & Krause;   Heuber-Hares-Calvin   1-17-69   388,000   190,175   367,973   21,088   - 389,061   5-7-70   Tacoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,599   5-7-70	Gary, Ind.	Fred Collins	11-20-68	164,224	79,570	164,224	3,538	-	167,762	5- 7-70
Jacksonville, Fla. Willis, Veenstra, Register & Cummings   1-6-69   311,397   85,961   229,687   9,256   - 238,943   5-7-70   Madison, Wis. John J. Flad & Assoc.;   1-10-69   318,700   91,300   318,814   10,211   - 329,025   5-7-70   Morgan Station, New York, N.Y.   Edward Durrell Stone & Assoc.;   6-29-67   2,538,000   (d)   1,926,491   58,357   58,498   2,043,346   5-15-69   Murray Hill Station   Frank Grad & Sons; Hart,   6-12-64   378,000   126,000   402,827   119,555   29,000   551,382   5-12-70   Pittsburgh, Pa.   Deeter, Ritchey, Sippel   and M. Baker, Jr., Inc.   1-15-69   1,125,000   410,600   237,298   2,465   - 239,763   5-7-70   Rapid City, S. Bak.   Kirkham, Michael & Assoc.,   inc.; Messe, Peterson & Foss, Inc.; Dunham Assoc.   6-25-68   74,900   37,300   74,900   15,126   - 90,026   5-7-70   Riverside, Calif.   Ruhnaw, Evans & Steinmann   11-27-68   143,500   58,100   144,858   3,960   - 148,818   5-7-70   Salem, Oreg.   Carkin & Sherman   1-16-69   163,874   107,055   163,874   5,807   - 169,681   5-7-70   Salt Lake City, Utah   Ashton, Brazier, Montmorency   9-4-68   276,269   128,460   276,269   5,187   - 281,456   5-7-70   Syracuse, N.Y.   Quinlivan, Fierik & Krause;   Heuber-Hares-Calvin   1-17-69   388,000   190,175   367,973   21,088   - 389,061   5-7-70   Tacoma, Wash.   Seifert, Forbes & Berry   9-30-68   222,792   92,500   222,662   4,937   - 227,599   5-7-70	Inglewood, Calif.	Angel/Mock Assoc., Inc.	3-30-70	256,030	78,728	167,949	1,135	83,068	252,152	
Madison, Wis.  John J. Flad & Assoc.; Deverman Assoc.  1-10-69 318,700 91,300 318,814 10,211 - 329,025 5-7-70  Morgan Station, New York, N.Y.  Morgan Station, New York, N.Y.  Edward Durrell Stone & Assoc.; Ames Assoc.; Frederick Harris Assoc.  6-29-67 2,538,000 (d) 1,926,491 88,357 58,498 2,043,346 5-15-69  Mirray Hill Station New York City, N.Y.  Pittsburgh, Pa.  Deeter, Ritchey, Sippel and M. Baker, Jr., Inc.  1-15-69 1,125,000 410,600 237,298 2,465 - 239,763 5-7-70  Rapid City, S. Dak.  Kirkham, Michael & Assoc., Inc.; Dunham Assoc.  Riverside, Calif.  Ruhnaw, Evans & Steinmann 11-27-68 143,500 38,100 144,858 3,960 - 148,818 5-7-70  Salem, Oreg.  Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 281,456 5-7-70  Salt Lake City, Utah Ashton, Brazier, Montmorency & A-68 276,269 128,460 276,269 5,187 - 281,456 5-7-70  San Antonio, Tex.  Ford, Fowell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5-7-70  Syracuse, N.Y.  Quinlivan, Fierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70  Tacoma, Wash.  Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 2227,599 5-7-70	3									1-29-71
Madison, Wis.  John J. Flad & Assoc.; Deverman Assoc.  1-10-69 318,700 91,300 318,814 10,211 - 329,025 5-7-70  Morgan Station, New York, N.Y.  Morgan Station, New York, N.Y.  Edward Durrell Stone & Assoc.; Ames Assoc.; Frederick Harris Assoc.  6-29-67 2,538,000 (d) 1,926,491 88,357 58,498 2,043,346 5-15-69  Mirray Hill Station New York City, N.Y.  Pittsburgh, Pa.  Deeter, Ritchey, Sippel and M. Baker, Jr., Inc.  1-15-69 1,125,000 410,600 237,298 2,465 - 239,763 5-7-70  Rapid City, S. Dak.  Kirkham, Michael & Assoc., Inc.; Dunham Assoc.  Foss, Inc.; Dunham Assoc.  6-25-68 74,900 37,300 74,900 15,126 - 90,026 5-7-70  Riverside, Calif.  Ruhnaw, Evans & Steinmann 11-27-68 143,500 58,100 144,858 3,960 - 148,818 5-7-70  Salem, Oreg.  Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 281,456 5-7-70  Salt Lake City, Utah Ashton, Brazier, Montmorency & A-68 276,269 128,460 276,269 5,187 - 281,456 5-7-70  San Antonio, Tex.  Ford, Fowell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5-7-70  Syracuse, N.Y.  Quinlivan, Fierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70  Tacoma, Wash.  Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70	Indianavilla Pla	Willie Voorstra Pagistar								
Madison, Wis. John J. Flad & Assoc.; 1-10-69 318,700 91,300 318,814 10,211 - 329,025 5-7-70 Morgan Station, New Morgan Station, New Assoc.; Frederick Harris 6-29-67 2,538,000 (d) 1,926,491 58,357 58,498 2,043,346 5-15-69 Murray Hill Station New York City, N.Y. Benvenga & Assoc. 6-12-64 378,000 126,000 402,827 119,555 29,000 551,382 5-12-70 Murray Hill Station New York City, N.Y. Pittsburgh, Pa. Deeter, Ritchey, Sippel and N. Baker, Jr., Inc. 1-15-69 1,125,000 410,600 237,298 2,465 - 239,763 5-7-70 Mappel City, S. Dak. Kirkham, Michael & Assoc. Inc.; Messe, Peterson & Foss, Inc.; Dunham Assoc. 6-25-68 74,900 37,300 74,900 15,126 - 90,026 5-7-70 Mappel City, S. Dak. Ruhnaw, Evans & Steinmann 11-27-68 143,500 58,100 144,858 3,960 - 148,818 5-7-70 Mappel City, Utah Assoc. 6-25-68 74,900 15,3874 107,055 163,874 5,807 - 169,681 5-7-70 Mappel City, Utah Assoc. 9-4-68 276,269 128,460 276,269 5,187 - 281,456 5-7-70 Mappel City, Utah Assoc. 9-4-68 276,269 128,460 276,269 5,187 - 358,892 5-7-70 Mappel City, Utah Map	Jacksonville, ria.		1- 6-69	311.397	85.961	229,687	9,256	_	238,943	5- 7-70
Daverman Assoc.   1-10-69   318,700   91,300   318,814   10,211   -   329,025   5-7-70				,	•	•	•		•	
Morgan Station, New York, N.Y.  Ames Assoc.; Frederick Harris Assoc.  Murray Hill Station New York City, N.Y.  Pittsburgh, Pa.  Deeter, Ritchey, Sippel and M. Baker, Jr., Inc.  Rapid City, S. Dak.  Kirkham, Michael & Assoc., Inc.; Meese, Peterson & Foss, Inc.; Duhham Assoc.  Riverside, Calif.  Ruhnaw, Evens & Steinmann  11-27-68  1-15-69  1-33,740  107,055  103,874  107,055  103,874  107,055  103,874  107,055  103,874  104,600  105,126  -  90,026  5-7-70  Salt Lake City, Utah  Ashton, Brazier, Montmorency & Assoc.  1-16-69  103,874  107,055  103,874  103,874  103,874  104,808  105,807  105	Madison, Wis.		1 10 60	710 700	01 200	210 014	10 211		220 625	5 7 70
Ames Assoc.; Frederick Harris Assoc.  Murray Hill Station New York City, N.Y. Benvenga & Assoc.  6-12-64 378,000 126,000 402,827 119,555 29,000 551,382 5-12-70  Pittsburgh, Pa. Deeter, Ritchey, Sippel and M. Baker, Jr., Inc.  Rapid City, S. Dak. Kirkham, Michael & Assoc.  1-15-69 1,125,000 410,600 237,298 2,465 - 239,763 5-7-70  Riverside, Calif. Ruhnaw, Evans & Steinmann 11-27-68 143,500 58,100 144,858 3,960 - 148,818 5-7-70  Salem, Oreg. Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 169,681 5-7-70  Salt Lake City, Utah Ashton, Brazier, Montmorency Assoc.  San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5-7-70  Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70  Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70		Daverman Assoc.	1-10-09	318,700	91,300	310,014	10,211	-	329,023	J~ /~/0
Murray Hill Station New York City, N.Y.  Pittsburgh, Pa.  Deeter, Ritchey, Sippel and M. Baker, Jr., Inc.  Rapid City, S. Bak.  Kirkham, Michael & Assoc., Inc.; Meese, Peterson & Foss, Inc.; Dunham Assoc.  Riverside, Calif.  Ruhnaw, Evans & Steinmann  1-12-68  1-16-69  1-15-69  1-16-69  1-15-69  1-17-69  1-18-69  1-1	Morgan Station, New	Edward Durrell Stone & Assoc.	;							
Murray Hill Station New York City, N.Y. Benvenga & Assoc. 6-12-64 378,000 126,000 402,827 119,555 29,000 551,382 5-12-70   Pittsburgh, Pa. Deeter, Ritchey, Sippel and M. Baker, Jr., Inc. 1-15-69 1,125,000 410,600 237,298 2,465 - 239,763 5-7-70   Rapid City, S. Bak. Kirkham, Michael & Assoc., Inc.; Meese, Peterson & Foss, Inc.; Dunham Assoc. 6-25-68 74,900 37,300 74,900 15,126 - 90,026 5-7-70   Riverside, Calif. Ruhnaw, Evans & Steinmann 11-27-68 143,500 58,100 144,858 3,960 - 148,818 5-7-70   Salem, Oreg. Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 169,681 5-7-70   Salt Lake City, Utah Ashton, Brazier, Montmorency & Assoc. 9-4-68 276,269 128,460 276,269 5,167 - 281,456 5-7-70   Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70   Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70	York, N.Y.			0.500.000	( 2)	2 005 (0)	E0 057	ED / OD	2 042 246	E 1E 60
New York City, N.Y. Benvenga & Assoc. 6-12-64 378,000 126,000 402,827 119,555 29,000 551,382 5-12-70 Pittsburgh, Pa. Deeter, Ritchey, Sippel and M. Baker, Jr., Inc. 1-15-69 1,125,000 410,600 237,298 2,465 - 239,763 5-7-70 Rapid City, S. Dak. Kirkham, Michael & Assoc., Inc.; Meese, Peterson & Foss, Inc.; Dunham Assoc. 6-25-68 74,900 37,300 74,900 15,126 - 90,026 5-7-70 Riverside, Calif. Ruhnaw, Evans & Steinmann 11-27-68 143,500 58,100 144,858 3,960 - 148,818 5-7-70 Salem, Oreg. Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 169,681 5-7-70 Salt Lake City, Utah Ashton, Brazier, Montmorency & Assoc. 9-4-68 276,269 128,460 276,269 5,187 - 281,456 5-7-70 San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5-7-70 Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70 Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70		Assoc.	6-29-67	2,538,000	10)	1,926,491	30,337	28,498	2,043,340	3-13-09
Pittsburgh, Pa. Deeter, Ritchey, Sippel and M. Baker, Jr., Inc. 1-15-69 1,125,000 410,600 237,298 2,465 - 239,763 5-7-70   Rapid City, S. Dak. Kirkham, Michael & Assoc., Inc.; Meese, Peterson & Foss, Inc.; Dunham Assoc. 6-25-68 74,900 37,300 74,900 15,126 - 90,026 5-7-70   Riverside, Calif. Ruhnaw, Evans & Steinmann 11-27-68 143,500 58,100 144,858 3,960 - 148,818 5-7-70   Salem, Oreg. Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 169,681 5-7-70   Salt Lake City, Utah Ashton, Brazier, Montmorency & Assoc. 9-4-68 276,269 128,460 276,269 5,187 - 281,456 5-7-70   San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5-7-70   Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70   Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70	Murray Hill Station	Frank Grad & Sons; Hart,								
Rapid City, S. Bak. Kirkham, Michael & Assoc., inc.; Meese, Peterson & Foss, Inc.; Dunham Assoc. 6-25-68 74,900 37,300 74,900 15,126 - 90,026 5- 7-70 Riverside, Calif. Ruhnaw, Evans & Steinmann 11-27-68 143,500 58,100 144,858 3,960 - 148,818 5- 7-70 Salem, Oreg. Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 169,681 5- 7-70 Salt Lake City, Utah Ashton, Brazier, Montmorency & Assoc. 9- 4-68 276,269 128,460 276,269 5,187 - 281,456 5- 7-70 San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5- 7-70 Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5- 7-70 Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5- 7-70	New York City, N.Y.	Benvenga & Assoc.	6-12-64	378,000	126,000	402,827	119,555	29,000	551,382	5-12-70
Rapid City, S. Bak. Kirkham, Michael & Assoc., inc.; Meese, Peterson & Foss, Inc.; Dunham Assoc. 6-25-68 74,900 37,300 74,900 15,126 - 90,026 5- 7-70 Riverside, Calif. Ruhnaw, Evans & Steinmann 11-27-68 143,500 58,100 144,858 3,960 - 148,818 5- 7-70 Salem, Oreg. Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 169,681 5- 7-70 Salt Lake City, Utah Ashton, Brazier, Montmorency & Assoc. 9- 4-68 276,269 128,460 276,269 5,187 - 281,456 5- 7-70 San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5- 7-70 Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5- 7-70 Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5- 7-70	Dittshurgh Pa	Ocetor Pitchey Sippol								8-15-694
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Foss, Inc.; Lumham Assoc. 6-25-68 74,900 37,300 74,900 15,126 - 90,026 5-7-70  Riverside, Calif. Ruhnaw, Evans & Steinmann 11-27-68 143,500 58,100 144,858 3,960 - 148,818 5-7-70  Salem, Oreg. Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 169,681 5-7-70  Salt Lake City, Utah Ashton, Brazier, Montmorency Assoc. 9-4-68 276,269 128,460 276,269 5,187 - 281,456 5-7-70  San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5-7-70  Syracuse, N.f. Quinlivan, Fierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70  Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70	Rapid City, S. Bak.									
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Salem, Oreg. Carkin & Sherman 1-16-69 163,874 107,055 163,874 5,807 - 169,681 5-7-70  Salt Lake City, Utah Ashton, Brazier, Montmorency & Assoc. 9-4-68 276,269 128,460 276,269 5,187 - 281,456 5-7-70  San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5-7-70  Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70  Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70		•				050	0.040		1.0.010	r 7 70
Salt Lake City, Utah Ashton, Brazier, Montmorency & 9- 4-68 276,269 128,460 276,269 5,187 - 281,456 5- 7-70  San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5- 7-70  Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5- 7-70  Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5- 7-70	Riverside, Calif.	Ruhnaw, Evens & Steinmann	11-27-68	143,500	28,100	144,838	3,960	~	140,010	3- 1-10
San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5-7-70  Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70  Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70	Salem, Oreg.	Carkin & Sherman	1-16-69	163,874	107,055	163,874	.5,807	_	169,681	5- 7-70
San Antonio, Tex. Ford, Powell & Carson 1-14-69 340,618 115,870 340,618 18,274 - 358,892 5-7-70  Syracuse, N.Y. Quinlivan, Pierik & Krause; Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70  Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70					-					
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Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70  Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70	San Antonio, Tex.	Ford, Powell & Carson	1-14-69	340,618	115,870	340,618	18,274	-	358,892	5- 7-70
Heuber-Hares-Calvin 1-17-69 388,000 190,175 367,973 21,088 - 389,061 5-7-70  Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70	Surneusa N V	Aughliten Pionik & Krause		-						
Tacoma, Wash. Seifert, Forbes & Berry 9-30-68 222,792 92,500 222,662 4,937 - 227,599 5-7-70	Sylacuse, N.I.		1-17-69	388,000	190,175	367.973	21,088	_	389,061	5- 7-70
				•	-	-	•		-	
\$9,553,038 \$2,803,794 \$7,374,853 \$446,554 \$198,037 \$8,019,444	iacoma, Wash.	Seitert, Forbes & Berry	9-30-68	222,792	92,500	222,662	4,937	<del></del>	227,599	5- /-/0
				\$9,553,038	\$2,803,794	\$7,374,853	\$446,554	\$198,037	\$8,019,444	

 $<sup>\</sup>boldsymbol{a}$  . Other payments were for such items as travel and subsoil investigations.

b Several A-E contractors  $\omega_{1}d$  not charge the Postal Service for suspension costs or a termination fee.

 $<sup>^{\</sup>mathrm{c}}$  Indicates the date contract was suspended.

d Not applicable.

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