

**§ 180.325 2-(m-Chlorophenoxy)propionic acid; tolerances for residues.**

A tolerance of 0.1 part per million is established for negligible residues of the plant regulator 2-(m-chlorophenoxy) propionic acid from application of the acid or of 2-(m-chlorophenoxy) propionamide in or on the raw agricultural commodities peaches and nectarines.

Any person who will be adversely affected by the foregoing order may at any time within 30 days after its date of publication in the FEDERAL REGISTER file with the Hearing Clerk, Environmental Protection Agency, Room 3125, South Agriculture Building, 12th Street and Independence Avenue SW., Washington, DC 20460, written objections thereto in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

*Effective date.* This order shall become effective on its date of publication in the FEDERAL REGISTER (10-4-72).

(Sec. 408(d) (2), 68 Stat. 512; 21 U.S.C. 346a (d) (2))

Dated: September 25, 1972.

EDWIN L. JOHNSON,  
*Acting Deputy Assistant Administrator for Pesticides Programs.*

[FR Doc.72-16946 Filed 10-3-72;8:54 am]

**Title 46—SHIPPING**

**Chapter I—Coast Guard,  
Department of Transportation**  
[CGD 72-150R]

**SUBCHAPTER D—TANK VESSELS**

**PART 31—INSPECTION AND  
CERTIFICATION**

**SUBCHAPTER H—PASSENGER VESSELS**

**PART 71—INSPECTION AND  
CERTIFICATION**

**SUBCHAPTER I—CARGO AND MISCELLANEOUS  
VESSELS**

**PART 91—INSPECTION AND  
CERTIFICATION**

**Inspection and Certification; Factors  
of Safety**

The purpose of this amendment is to make the regulations on cargo gear factors of safety consistent with recognized industry standards. The amendment allows the use of yield point, as an alternative to breaking strength, in calculating the minimal safety factors in the design of cargo gear. It also expands the list of

gear items to include factors of safety for stayed masts, pins, and connections.

This amendment is based on a notice of proposed rule making published in the March 1, 1972, issue of the FEDERAL REGISTER (37 F.R. 4292), and in the Marine Safety Council Public Hearing Agenda dated March 27, 1972. The proposed amendment was identified as Item 6-72 in the notice and the agenda.

The Coast Guard invited interested persons to submit comments by April 3, 1972. It also encouraged participation at the public hearing. In response, the Coast Guard received three written comments.

Two of the commenters pointed out that safety factors based on yield strength resulted in overly conservative structures and suggested that the Coast Guard incorporate into the regulations dynamic factors. The Coast Guard prefers a conservative standard for safe cargo handling that can be applied by the industry with minimum difficulties. Accordingly, the suggestion was not approved.

One commenter suggested that footnote 1 of Table 31.37-25(a) be changed by adding the word "the" to precede the final word "steel." The commenter pointed out that "steel" without the suggested definitive article refers only to mild steel. The Coast Guard has accepted this suggestion and added the word "the" to precede the word "steel" in footnote 1.

Accordingly, the Coast Guard amends Parts 31, 71, and 91 as follows:

1. By revising § 31.37-25 to read as follows:

**§ 31.37-25 Factors of safety.**

(a) Except as provided in paragraph (b) of this section, in the design of cargo gear, the minimal safety factors in Table 31.37-25(a) must be used to meet the requirements of § 31.37-15.

(b) The Commandant may permit the use of safety factors different than those in Table 31.37-25(a) in the design of cargo gear that he considers special.

TABLE 31.37-25(a)

Safe working loads for component parts	Safety factors based on 1—		
	Ultimate strength	Yield point	Breaking test load
All metal structural parts except steel booms, stayed masts, pins, and connections:			
5 tons or less working load of the assembled gear.....	5.00	12.75	.....
15 tons working load of the assembled gear.....	4.00	12.20	.....
60 tons or more working load of the assembled gear.....	3.75	12.05	.....
Steel booms:			
10 tons or less working load of the assembled gear.....		3.00	.....
15 tons or more working load of the assembled gear.....		2.50	.....
Stayed masts:			
10 tons or less working load of assembled gear.....	5.00		.....

Safe working loads for component parts	Safety factors based on 1—		
	Ultimate strength	Yield point	Breaking test load
13 tons or more working load of assembled gear.	4.00		.....
Pins and connections:			
10 tons or less working load of assembled gear.....		13.00	.....
13 tons or more working load of assembled gear.....		12.50	.....
Wire rope:			
10 tons or less working load.....			5.00
13 tons or more working load.....			4.00
Fiber rope:			
For running rigging.....	7.00		.....
For fixed gear and vangs.....	5.00		.....
Wooden structural parts.....	8.00		.....
Chains.....	4.50		.....

<sup>1</sup> Intermediate values of safety factors may be used.  
<sup>2</sup> The minimum yield point for design purposes shall not be considered greater than 72 percent of the minimum ultimate strength of the steel.

**§§ 71.47-25, 91.37-25 [Amended]**

2. By revising §§ 71.47-25 and 91.37-25 to read exactly the same as § 31.37-25, except that the tables within the two sections should be designated §§ 71.47-25(a) and 91.37-25(a) respectively.

(R.S. 4405, as amended; R.S. 4402, as amended; R.S. 4417a, as amended; by Public Law 92-340, 86 Stat. 424, 427 (July 10, 1972), sec. 6(b) (1), 80 Stat. 937; 46 U.S.C. 376, 416, 391a, 49 U.S.C. 1655(b) (1); 49 CFR 1.46(b))

*Effective date.* This amendment is effective on November 6, 1972.

Dated: September 28, 1972.

C. R. BENDER,  
*Admiral, U.S. Coast Guard,  
Commandant.*

[FR Doc.72-16794 Filed 10-3-72;8:45 am]

**Title 49—TRANSPORTATION**

**Chapter I—Department of  
Transportation**

**SUBCHAPTER B—OFFICE OF PIPELINE SAFETY**  
[Amdt. 192-9; Docket OPS-13]

**PART 192—TRANSPORTATION OF  
NATURAL AND OTHER GAS BY  
PIPELINE: MINIMUM FEDERAL  
SAFETY STANDARDS**

**Modification of Pressure Relief  
Limitations**

This amendment to § 192.201(a) changes the restriction on accidental pressure buildup in pipelines, other than low pressure distribution systems, which have a maximum allowable operating pressure (MAOP) of less than 60 p.s.i.g.

On November 10, 1971, the Department issued a notice of proposed rule making in the FEDERAL REGISTER proposing these regulatory changes (OPS Notice 71-6, 36 F.R. 21834, November 16, 1971). Interested persons were afforded an opportunity to participate in the rule making by submitting written information, views, or arguments. Several comments subsequently were received and have been

given full consideration. However, the amendment is issued without substantive change from the proposal.

Two commenters recommended making the proposed changes available for systems with MAOP's up to 150 p.s.i.g. Justification for such recommendations was based on an expressed desire to avoid possible difficulties arising in utilizing present pressure relief systems under the amended standards. As it is only when the MAOP of a system is below 60 p.s.i.g. that present-day regulating equipment cannot accurately limit accidental overpressure to the present 10 percent of MAOP standard, it is in the best interest of overall safety that the proposed amendment allowing an increase in the limits for accidental overpressure be restricted to systems with MAOP's of 60 p.s.i.g. or less.

Another comment suggested a revision in the proposed amendment to make the maximum pressure limitation applicable only at the most remotely located pressure limiting station in order to reduce the possibility of having to vent gas into the atmosphere in Class 3 or 4 locations. However, it is felt that the potential hazard of such venting is negligible in comparison with the greater risks involved in allowing the pressure in the entire system to be monitored at its most remotely located point. Such a procedure has the potential to allow pressure buildups well above the established limits in other parts of the distribution system.

Section 4(a) of the Natural Gas Pipeline Safety Act requires that all proposed standards and amendments to such standards be submitted to the Technical Pipeline Safety Standards Committee and that the Committee be afforded a reasonable opportunity to prepare a report on the "technical feasibility, reasonableness, and practicability of each such proposal." This amendment to Part 192 has been submitted to the Committee and it has submitted a favorable report. The Committee's report and the proceedings of the Committee which led to that report are set forth in the public docket for this amendment which is available at the Office of Pipeline Safety.

In consideration of the foregoing, Part 192 of Title 49 of the Code of Federal Regulations is amended by revising § 192.201(a) to read as follows, effective November 4, 1972

§ 192.201 Required capacity of pressure relieving and limiting stations.

(a) Each pressure relief station or pressure limiting station or group of those stations installed to protect a pipeline must have enough capacity, and must be set to operate, to insure the following:

(1) In a low pressure distribution system, the pressure may not cause the unsafe operation of any connected and properly adjusted gas utilization equipment.

(2) In pipelines other than a low pressure distribution system—

(i) If the maximum allowable operating pressure is 60 p.s.i.g. or more, the

pressure may not exceed the maximum allowable operating pressure plus 10 percent, or the pressure that produces a hoop stress of 75 percent of SMYS, whichever is lower;

(ii) If the maximum allowable operating pressure is 12 p.s.i.g. or more, but less than 60 p.s.i.g., the pressure may not exceed the maximum allowable operating pressure plus 6 p.s.i.g.; or

(iii) If the maximum allowable operating pressure is less than 12 p.s.i.g., the pressure may not exceed the maximum allowable operating pressure plus 50 percent.

(Sec. 3, Natural Gas Pipeline Safety Act of 1968, 49 U.S.C. 1672; § 1.58(d) of the regulations, Office of the Secretary of Transportation, 49 CFR 1.58(d); redelegation of authority to the Director, Office of Pipeline Safety, set forth in Appendix A to Part 1 of the regulations, Office of the Secretary of Transportation, 49 CFR Part 1)

Issued in Washington, D.C., on September 28, 1972.

JOSEPH C. CALDWELL,  
Director,  
Office of Pipeline Safety.

[FR Doc.72-16933 Filed 10-3-72;8:53 am]

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 1093, Amdt. 2]

PART 1033—CAR SERVICE

Burlington Northern Inc., Authorized To Operate Over Tracks of Minneapolis Industrial Railway Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 27th day of September 1972.

Upon further consideration of Service Order No. 1093 (37 F.R. 9028 and 12727), and good cause appearing therefor:

It is ordered, That:

Section 1033.1093 Service Order No. 1093 (Burlington Northern Inc. authorized to operate over tracks of Minneapolis Industrial Railway Co.) be, and it is hereby, amended by substituting the following paragraph (d) for paragraph (d) thereof:

(d) Expiration date. This section shall expire at 11:59 p.m., January 31, 1973, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., September 30, 1972.

(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), 49 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

It is further ordered, That a copy of this amendment shall be served upon 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 amendment 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] ROBERT L. OSWALD,  
Secretary.

[FR Doc.72-16362 Filed 10-3-72;8:55 am]

[S.O. 1096, Amdt. 1]

PART 1033—CAR SERVICE

Southern Railway Co. and Missouri Pacific Railroad Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 27th day of September 1972.

Upon further consideration of Service Order No. 1096 (37 F.R. 7794), and good cause appearing therefor:

It is ordered, That:

Section 1033.1096 Service Order No. 1096 (Southern Railway Co. authorized to operate over tracks of St. Louis-San Francisco Railway Co. and over tracks of Missouri Pacific Railroad Co.; Missouri Pacific Railroad Co., authorized to operate over tracks of Southern Railway Co.) be, and it is hereby, amended by substituting the following paragraph (h) for paragraph (h) thereof:

(h) Expiration date. This section shall expire at 11:59 p.m., March 31, 1973, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., September 30, 1972.

(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), 49 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2))

It is further ordered, That a copy of this amendment shall be served upon 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 amendment 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] ROBERT L. OSWALD,  
Secretary.

[FR Doc.72-16363 Filed 10-3-72;8:55 am]