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**DEPARTMENT OF  
TRANSPORTATION**

**Office of Pipeline Safety**

[Waiver No. 4A; Docket No. OPS-19]

**TENNESSEE GAS PIPELINE CO.**

**Amendment To Grant of Waiver**

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By letters dated April 23, 1973, and May 1, 1973, the Tennessee Gas Pipeline Company (Tennessee) of Houston, Texas, petitioned for an amendment to Waiver No. 4 to permit the use of certain pipe in addition to, and transported under the same conditions as, the pipe covered in the original grant of waiver.

Waiver No. 4, issued July 11, 1972 (37 FR 14246) authorized the petitioner to use, subject to certain stated conditions, approximately 99 miles of 36-inch pipe that had been transported by railroad but not in compliance with §192.65 of the Federal gas pipeline safety standards.

The two letters constituting the current petition request amendment of the waiver to cover an additional 53.6 miles of 36-inch pipe and 14.4 miles of 42-inch pipe. With respect to the 36-inch pipe, Tennessee asserts that the same situation exists as with the pipe involved in the original grant of waiver, while for the 42-inch pipe the rail car loading will be in accordance with API RP 5L1 (1972 edition) and the loading diagram submitted with the petition. In addition, the petitioner has reported that the pipe previously shipped pursuant to Waiver No. 4 experienced no damage during shipment and that no failures occurred on that pipe during hydrostatic testing.

A public hearing on Waiver No. 4 was held at the Office of Pipeline Safety on June 22, 1972. The safety issues involved in the present petition are identical with those addressed at that hearing in connection with the original petition.

Based on all the information available to the Department, it appears that the pipe identified by the petitioner in his letters of April 23, 1973, and May 1, 1973, will be shipped by rail in the same manner as the pipe specified in Waiver No. 4 and will involve the same type of loading conditions.

In consideration of the foregoing, I have determined that a further waiver

of compliance with §192.65, as requested by Tennessee, is not inconsistent with gas pipeline safety. Waiver No. 4 is therefore amended to grant a waiver from §192.65 of the Federal gas pipeline safety standards to the extent necessary to permit the use of an additional 53.6 miles of 36-inch pipe and 14.4 miles of 42-inch pipe shipped in approximately 80-foot lengths by rail with an overhang from the end bearing strips in excess of that permitted under API RP 5L1 (1967 edition), subject to the conditions of Waiver No. 4 which are as follows:

1. Each rail carload of pipe shall be loaded in accordance with API RP 5L1, 1972 edition. An inspection must be made after loading to assure it has been accomplished in this manner.

2. During car unloading, each length of pipe must be inspected for visible damage. A detailed report of any damage discovered, other than damage to pipe bevels, must be made promptly to the Office of Pipeline Safety.

3. Each length of pipe used must be strength tested after installation to at least 90 percent of specified minimum yield strength and each failure that may have been related to transportation damage must be separately reported in a detailed supplementary statement, in addition to furnishing Form DOT-F-7100.2.

4. Tennessee shall notify the Office of Pipeline Safety upon completion of the testing of the pipeline for which the shipment is intended and shall furnish that Office with any additional information which it secures related to the safety of this manner of shipment.

Issued in Washington, D.C., on August 16, 1973.

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

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