
**DEPARTMENT OF
TRANSPORTATION**

Office of Pipeline Safety

**TRANSCONTINENTAL GAS
PIPE LINE CORP.**

Grant of Waiver

By petition dated February 4, 1971, the Transcontinental Gas Pipe Line Corp. (hereinafter referred to as Transco), requested a waiver to ship by rail from the mill at Steeltown, Pa., to a destination in Texas, approximately 100,00 feet of 30" O.D. x 0.365" wall pipe. The pipe is to be double submerged arc girth welded, prior to shipment. This shipment would not be in compliance with §192.65, Title 49, Code of Federal Regulations, which provides that where a pipeline is to be operated at a hoop stress of 20 percent or more of SMYS, pipe having an outer diameter-to-wall thickness ratio of 70:1 or more, transportation by rail must be performed in accordance with API RP5L1.

The incorporated reference prohibits overhang loads in excess of 5 feet or one-half of the distance between intermediate bearing strips, whichever is greater. Transco stated that overhangs in excess of this limitation are necessary since railroad cars of sufficient length to contain 80-foot lengths of pipe are not readily available. Transco proposes loading the pipe on 52-foot cars with a double overhang of approximately 15 feet on idler cars. The safety justification for the requested waiver, as stated by the petitioner, was set forth in a notice of hearing published in the **FEDERAL REGISTER** on February 17, 1971, 36 F.R. 3079.

As announced in the referenced notice, a public hearing on petitioner's request was held at the Office of Pipeline Safety on March 10, 1971. The only appearances at the hearing were those of petitioner and others appearing to support petitioner's position.

Based on information furnished by the petitioner it appears that—

1. A loading procedure has been developed which appears to limit the stresses due to rail transportation so as not to exceed those permitted under the procedures set forth in the API recommended practice referenced in

§192.65.

2. Large quantities of pipe loaded according to the procedure and in a manner similar to that proposed by petitioner have been transported for substantial distances to destinations in the United States and Canada. The shipment of pipe by this method has not resulted in any unsafe pipe conditions.

In consideration of the foregoing, Transcontinental Gas Pipe Line Corp. is granted a waiver from §192.65 of the Minimum Federal Safety Standards for the transportation of gas and pipeline facilities to the extent necessary to permit the use of approximately 100,000 feet of 30" O.D. x 0.365" wall pipe shipped in approximately 80-foot lengths by rail from Steeltown, Pa., to Texas with an overhang from the end bearing strips in excess of that permitted under API Recommended Practice RP5L1, subject to the following conditions:

1. Each rail carload of pipe must be loaded in accordance with the loading diagram submitted as exhibit 1 during the hearing on this waiver conducted on March 10, 1971, and must be inspected after loading to assure it has been accomplished in this manner.

2. During 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 reported in a detailed supplementary statement, in addition to furnishing Form DOT-F-7100.2.

4. Transco 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 April 26, 1971.

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

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