

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	2.75	.....
15 tons working load of the assembled gear.....	4.00	2.20	.....
60 tons or more working load of the assembled gear.....	3.75	2.05	.....
Steel booms:			
10 tons or less working load of the assembled gear.....		3.00	.....
13 tons or more working load of the assembled gear.....		2.50	.....
Stayed masts:			
10 tons or less working load of assembled gear.....	5.00		.....
13 tons or more working load of assembled gear.....	4.00		.....
Pins and connections:			
10 tons or less working load of assembled gear.....		3.00	.....
13 tons or more working load of assembled gear.....		2.50	.....
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 vang.....	5.00		.....
Wooden structural parts.....	8.00		.....
Chains.....	4.50		.....

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

Title 49—TRANSPORTATION

Subtitle A—Office of the Secretary of Transportation

[OST Docket No. 1, Amdt. 1-60]

PART 1—ORGANIZATION AND DELEGATION OF POWERS AND DUTIES

Urban Mass Transportation Administrator

The purpose of this amendment is to delegate to the Urban Mass Transportation Administrator certain authority vested in the Secretary by the National Capital Transportation Act of 1972 (Public Law 92-349, 86 Stat. 464), which amended the National Capital Transportation Act of 1969 (83 Stat. 320) by adding sections 9 through 12 to provide for Federal guarantees of obligations issued by the Washington Metropolitan Area Transit Authority.

Since this amendment relates to departmental management, procedures,

and practices, notice and public procedure thereon is unnecessary and it may be made effective in less than 30 days after publication in the FEDERAL REGISTER.

In consideration of the foregoing, effective October 6, 1972, § 1.50(d) of Title 49, Code of Federal Regulations, is amended to read as follows:

§ 1.50 Delegations to Urban Mass Transportation Administrator.

(d) Sections 3 and 9 through 12 of the National Capital Transportation Act of 1969, as amended (Public Law 91-143, 83 Stat. 320).

(Sec. 9(e), Department of Transportation Act, 49 U.S.C. 1657(e))

Issued in Washington, D.C., on October 6, 1972.

JOHN A. VOLPE,
 Secretary of Transportation.

[FR Doc.72-17577 Filed 10-13-72;8:47 am]

Chapter I—Department of Transportation

SUBCHAPTER B—OFFICE OF PIPELINE SAFETY
 [Amdt. 192-11; Docket No. OPS-20]

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

Mechanically Coupled Repair Sleeves

The purpose of this amendment of § 192.717(b) is to modify a provision of the Federal safety standards for gas pipeline facilities. This change will permit the permanent field repair of pipeline leaks by means other than welded repair sleeves when the transmission line involved operates at less than 40 percent of SMYS.

For the permanent field repair of pipeline leaks when it is not feasible to take the segment being repaired out of service, § 192.717(b) requires that it must be repaired by installing a full encirclement welded split sleeve. The section of the interim safety standards from which this provision was derived was limited in application to lines operating above 40 percent of SMYS. By removing this limitation and using the term "transmission line" as defined in Part 192, the requirement was made applicable to all lines operating at 20 percent or more of SMYS. Thus while under the interim standards the requirement applied only to lines operating over 40 percent of SMYS, the regulation issued applied as well to transmission lines operating between 20 percent and 40 percent of SMYS.

9. Other administrations within the Department of Transportation will need to be solicited for comment in some cases such as a proposed highway section with a bridge over navigable water that requires a permit from the Coast Guard. The administration from which comments are sought (preferably local offices) may be contacted directly by the HA.

10. In its letter asking an agency for comment on any anticipated environmental impacts for which the agency has jurisdiction by law or special expertise, it is suggested that the HA identify which impacts described in the statement the HA would specifically wish discussed. The Federal agency should be asked to comment on each alternative and, if it desires, state a preference and reasons therefor. When the HA places a time limit on the commenting period, the Federal agencies are to be advised at the time comments are solicited and should be informed that if no comments are received within that time period, the HA will assume that the review agency has no comments to offer. The HA should clearly indicate where responding agencies are to return their comments.

PURCHASING COPIES OF ENVIRONMENTAL STATEMENTS

1. A copy of any draft or final environmental statement prepared by a Federal agency can be obtained by sending report number or order number and payment, and return address to the National Technical Information Service, Department of Commerce, Springfield, Va. 22151.

2. The report number can be obtained from the FHWA or HA while the order number is found at the end of the summary of each statement in the 102 Monitor which is published by the Council on Environmental Quality (722 Jackson Place NW., Washington, DC 20006) and sent to State clearinghouses and other interested agencies.

3. Payment is normally \$3. Copies over 300 pages require \$6 and will be noted in the 102 Monitor.

[FR Doc.72-17291 Filed 10-13-72;8:50 am]

Title 46—SHIPPING

Chapter I—Coast Guard, Department of Transportation

[CGD 72-150R]

SUBCHAPTER D—TANK VESSELS

PART 31—INSPECTION AND CERTIFICATION

Inspection and Certification; Factors of Safety

Correction

In F.R. Doc 72-16794 appearing on page 20826 of the issue for Wednesday, October 4, 1972, the tabulated material should read as follows:

Since the issuance of Part 192, experience and further study have demonstrated that, in certain instances, there are insufficient safety reasons for this requirement in light of its practicality and the costs involved. If a pipeline operating between 20 percent and 40 percent of SMYS is joined by means other than welding, very little is gained by requiring that repairs be made by welding on a full encirclement repair sleeve. This paragraph is therefore being amended to exempt lines joined by means other than welding that operate below 40 percent of SMYS.

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.

As this amendment removes an unnecessary restriction and imposes no additional burdens, I find that notice and public procedure thereon are not necessary.

In consideration of the foregoing, Part 192 of Title 49 of the Code of Federal Regulations is amended by revising § 192.717(b) to read as follows, effective November 14, 1972.

§ 192.717 Transmission lines: permanent field repair of leaks.

(b) If it is not feasible to take the segment of transmission line out of service, repairs must be made by installing a full encirclement welded split sleeve of ap-

propriate design, unless the transmission line—

- (1) Is joined by mechanical couplings; and
- (2) Operates at less than 40 percent of SMYS.

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

Issued in Washington, D.C., on October 11, 1972.

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

[FR Doc.72-17630 Filed 10-13-72;9:24 am]