

expense of the Government. All inspections and tests by the Government shall be performed in such a manner as not unduly to delay the work. Final inspection and acceptance or rejection of the work shall be made as promptly as practicable after delivery except as otherwise provided in this contract; but failure to inspect and accept, or reject the work shall neither relieve the Contractor from responsibility for such of the work as is not in accordance with the contract requirements nor impose liability on the Government therefor.

(d) The inspection and test by the government of any work shall not relieve the Contractor from any responsibility regarding defects or other failures to meet the contract requirements which may be discovered prior to acceptance. Except as otherwise provided in this contract, acceptance shall be conclusive except as regards latent defects, fraud, or such gross mistakes as amount to fraud.

(e) The Contractor shall provide and maintain an inspection system acceptable to the Government covering the work hereunder. Records of all inspection work by the Contractor shall be kept complete and available to the government during the performance of this contract and for such longer period as may be specified elsewhere in this contract.

15. In Part 7, 7.304-51(i) is revised to read as follows:

7.304-51 Limitation of Government's Obligation.

* * * * *

(i) the total fixed price of the contract (including options as defined in Part 1, Subpart 15) is \$1,000,000 or more;

* * * * *

7.451-12 [Amended]

16. In Part 7, the text in 7.451-12 is deleted and the paragraph is marked "Reserved."

PART 13—GOVERNMENT PROPERTY

13.710 [Amended]

17. In Part 13, Table of Contents, the page number for 13.710 is revised to read 13-7:21.

18. In Part 13, 13.710, the introductory text in (a) is revised to read as follows:

13.710 Government-Furnished Property Clause (Short Form).

(a) The following short form clause and/or the clause in 13.311 may be used in contracts under which the Government is to furnish to the contractor Government property having an acquisition cost of \$50,000 or less.

* * * * *

PART 20—ADMINISTRATIVE MATTERS

19. In Part 20, 20.5103-1 is revised to read as follows:

20.5103-1 Submission of Master Buy Plan. Prior to July 15th of every year, each installation will submit to the Director of Procurement (Code HS-1) a Master Buy Plan (original and eight copies) for the next fiscal year, listing therein every known procurement that meets the criteria set forth in 20.5102, and that (i) is expected to be initiated in that fiscal year, and (ii) has not been included in a previous Master Buy Plan or amendment to a Master Buy Plan. If applicable, the plan will include procurements that are for later phases of the same project (see 3.852-2(b)(iii)). The plans will be prepared in accordance with the format shown in 20.5106, and, for every procurement listed therein, an identification will be provided as to the individual procurement documents that are involved (20.5104). Procurement documents that require Headquarters approval (see 20.5104) will be held in abeyance until receipt of the notification required by 20.5103-3 (a) or (b). This is not to preclude the planning for or initiation of such actions up to that point where Headquarters approval may be required. The fiscal year Master Buy Plan shall include a listing of those procurements that were selected for Headquarters review and approval from prior fiscal year(s) Master Buy Plans and amendments to Master Buy Plans that have not been completed. The procurements should be listed by the appropriate fiscal year Master Buy Plan and should show the current status of the individual procurement documents previously selected for Headquarters review and approval.

[FR Doc. 80-33115 Filed 10-27-80; 8:45 a.m.]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 192 and 193

[Amdts. 192-36 and 193-2; Docket OPSO-46]

Liquefied Natural Gas Facilities; Federal Safety Standards

Correction

In FR Doc. 80-33115 in the issue of Thursday, October 23, 1980, first column, under "EFFECTIVE DATES", eighth line from the bottom, "July 23, 1980" should read "July 23, 1981".

BILLING CODE 1505-01-M

INTERSTATE COMMERCE COMMISSION

49 CFR Part 1033

[Eleventh Revised Service Order No. 1473]

Various Railroads Authorized To Use Tracks and/or Facilities of the Chicago, Rock Island & Pacific Railroad Co., Debtor (William M. Gibbons, Trustee)

AGENCY: Interstate Commerce Commission.

ACTION: Eleventh Revised Service Order No. 1473.

SUMMARY: Pursuant to Section 122 of the Rock Island Transition and Employee Assistance Act, Public Law 96-254, this order authorizes various railroads to provide interim service over Chicago, Rock Island and Pacific Railroad Company, Debtor (William M. Gibbons, Trustee), and to use such tracks and facilities as are necessary for operations. This order permits carriers to continue to provide service to shippers which would otherwise be deprived of essential rail transportation.

EFFECTIVE DATE: 12:01 a.m., October 23, 1980, and continuing in effect until 11:59 p.m., November 30, 1980, unless otherwise modified, amended or vacated by order of this Commission.

FOR FURTHER INFORMATION CONTACT: M. F. Clemens, Jr., (202) 275-7840.

Decided: October 21, 1980.

Pursuant to Section 122 of the Rock Island Transition and Employee Assistance Act, Public Law 96-254, the Commission is authorizing various railroads to provide interim service over Chicago, Rock Island and Pacific Railroad Company, Debtor, (William M. Gibbons, Trustee), (RI) and to use such tracks and facilities as are necessary for that operation.

In view of the urgent need for continued service over RI's lines pending the implementation of long-range solutions, this order permits carriers to continue to provide service to shippers which would otherwise be deprived of essential rail transportation.

Eleventh Revised Service Order No. 1473, modifies Appendix A of the previous order by adding Item 6. C., granting additional authority to the Fort Worth and Denver Railway Company from Amarillo, Texas, to Liberal, Kansas, via Etter and Morse Junction, Texas; between Morse Junction and Pringle, Texas, and including the trackage rights of the RI over The Atchison, Topeka and Santa Fe Railway Company between Amarillo and Etter, Texas. Appendix A is further modified