

T. 16 S., R. 68 E.,
 Sec. 1, all fractional;
 Sec. 2, E½;
 Sec. 11, E½;
 Secs. 12, 13, all fractional;
 Sec. 14, E½;
 Sec. 23, E½;
 Secs. 24, 25, all fractional;
 Sec. 26, E½ all fractional, E½SW¼;
 Sec. 28, E½ all fractional;
 Secs. 33, 34, 35, all fractional.

T. 17 S., R. 68 E.,
 Secs. 1, 2, 11, 12, all fractional.

T. 18 S., R. 68 E.,
 Secs. 7, 8, all;
 Secs. 9, 12, 13, 14, 16, 17, all fractional;
 Sec. 18, all;
 Secs. 19, 20, 23, all fractional;
 Secs. 24, 25, all;
 Secs. 26, 30, 31, 34, 35, all fractional;
 Sec. 36, all.

T. 19 S., R. 68 E.,
 Secs. 2, 5, 6, 7, 8, 10, 11, 14, 16, 17, all fractional;
 Secs. 18, 19, all;
 Secs. 20, 22, all fractional;
 Secs. 23, 25, all;
 Secs. 27, 29, all fractional;
 Sec. 30, all;
 Secs. 31, 32, 34, all fractional;
 Sec. 35, all.

T. 20 S., R. 68 E.,
 Secs. 1, 2, all;
 Secs. 3, 6, 7, 9, 10, all fractional;
 Secs. 11, 12, 13, 14, all;
 Secs. 15, 16, 18, 22, all fractional;
 Secs. 23, 25, all;
 Secs. 26, 27, 30, 35, 36, all fractional.

T. 21 S., R. 68 E.,
 Sec. 1, all fractional.

T. 15 S., R. 69 E.,
 Sec. 5, all;
 Sec. 6, NE¼, S½;
 Sec. 7, all;
 Sec. 8, NW¼;
 Secs. 18, 19, 30, all;
 Sec. 31, all fractional.

T. 16 S., R. 69 E.,
 Sec. 6, all fractional;
 Sec. 7, W½ all fractional;
 Sec. 18, NE¼, SW¼SE¼, N½SE¼, and W½ all fractional;
 Sec. 19, W½;
 Sec. 30, W½;
 Sec. 31, all fractional;
 Sec. 32, all.

T. 17 S., R. 69 E.,
 Secs. 4, 5, all;
 Secs. 6, 7, all fractional;
 Secs. 8, 9, 10, 15, 16, 17, all;
 Secs. 18, 19, all fractional;
 Secs. 20, 21, 28, all;
 Secs. 29, 30, 32, all fractional;
 Secs. 33, all.

T. 18 S., R. 69 E.,
 Sec. 4, all;
 Secs. 5, 6, 7, all fractional;
 Secs. 8, 18, 19, 30, 31, all.

T. 20 S., R. 69 E.,
 Secs. 30, 31, 32, all.

T. 21 S., R. 69 E. (unsurveyed),
 Secs. 1 through 5, all;
 Secs. 6, 7, 8, all fractional;
 Secs. 9 through 15, all;
 Secs. 16, 17, 21, all fractional;
 Secs. 22, 23, all;
 Sec. 24, all land lying within 4 miles of the Colorado River;
 Secs. 25, 26, all;
 Secs. 27, 28, 33, 34, 35, all fractional;
 Sec. 36, all.

T. 22 S., R. 69 E. (unsurveyed),
 All fractional township.

T. 20 S., R. 70 E. (unsurveyed),
 Secs. 12, 13, 23, 24, 26, 26, 35, 36, all.

T. 21 S., R. 70 E.,
 Secs. 1, 2, 3, all;
 Sec. 4, E½, SE¼NW¼, E½SW¼, SW¼SW¼;

Sec. 8, E½SE¼;
 Secs. 9, 10, 11, all;
 Secs. 12, 13, 14, all fractional;
 Secs. 15, 16, all;
 Sec. 17, E½E½;
 Secs. 20, 21, 22, all;
 Secs. 23, 26, all fractional;
 Secs. 27, 28, 29, 31, 32, 33, 34, all;
 Sec. 35, all fractional.

T. 22 S., R. 70 E. (unsurveyed),
 All fractional township.

T. 20 S., R. 71 E. (unsurveyed),
 All fractional township.

T. 21 S., R. 71 E. (unsurveyed),
 All fractional township.

The areas described aggregate approximately 218,930 acres of public land, and 9,880 acres of nonpublic land in Clark County.

Most of the lands described are within the Lake Mead National Recreation Area, established under the authority of the Act of October 8, 1964, 78 Stat. 1039, 16 U.S.C. sec. 460n, and will be administered by the National Park Service in accordance with the provisions of said Act. The remainder of the lands are in the Valley of Fire State Park, are privately owned, or are classified for disposal to the State of Nevada Fish and Game Commission, pursuant to the Act of June 14, 1926, 44 Stat. 741, as amended, 43 U.S.C. sec. 869 et seq. (1964).

HARRISON LOESCH,
 Assistant Secretary of the Interior.

JANUARY 25, 1971.

[FR Doc. 71-1290 Filed 1-29-71; 8:47 am]

[Public Land Order 4991]

[Oregon 1927]

OREGON

Correction of Public Land Order No. 4941

The date of February 13, 1970, shown on the first line of paragraph 2, and the date of February 14, 1970, shown on the first and 10th lines of paragraph 3 of Public Land Order No. 4941 of November 13, 1970, appearing in 35 F.R. 17786 of the issue of November 19, 1970, are hereby corrected to read "February 13, 1971 and February 14, 1971", respectively.

HARRISON LOESCH,
 Assistant Secretary of the Interior.

JANUARY 25, 1971.

[FR Doc. 71-1291 Filed 1-29-71; 8:47 am]

Title 49—TRANSPORTATION

Chapter I—Hazardous Materials Regulations Board, Department of Transportation

[Docket No. HM-61; Amdt. 173-43]

PART 173—SHIPPERS

Acrolein, Inhibited

The purpose of this amendment is to authorize the transportation of inhibited acrolein, a flammable liquid, in:

1. Class 105A * * * W tank cars having a minimum test pressure of 300 p.s.i. and stenciled "105A200W";
 2. Specifications 4B240, 4BA240, and 4BW240 welded steel cylinders; and
 3. Specification 51 steel portable tanks.
- On October 27, 1970, the Hazardous Materials Regulations Board published a notice of proposed rule making, Docket No. HM-61; Notice No. 70-19 (35 F.R. 16643), which proposed this amendment as described above. No comments were received.

Accordingly, 49 CFR Part 173 is amended as follows:

In § 173.122 paragraph (a) (3) is amended, and paragraph (a) (5) and (6) are added to read as follows:

§ 173.122 Acrolein, inhibited.

(a) * * *

(3) Specification 105A300W (§§ 179.100 and 179.101 of this chapter) tank cars. Tank cars must be equipped with 150 p.s.i.g. safety relief valves and be stenciled 105A200W. Tank cars must also be stenciled "For Acrolein Only" near the specification number.

Note 1: [Canceled]

(5) Specification 4B240, 4BA240, or 4BW240 (§§ 178.50, 178.51, 178.61 of this chapter) welded cylinders each having a water capacity not exceeding 500 pounds.

(6) Specification 51 (§ 178.245 of this chapter) portable tanks each having a water capacity not exceeding 425 gallons.

This amendment is effective June 10, 1971. However, compliance with the regulations, as amended herein, is authorized immediately.

(Secs. 831-835, title 18, United States Code; sec. 9, Department of Transportation Act (49 U.S.C. 1657); Title VI, sec. 902(h), Federal Aviation Act of 1958 (49 U.S.C. 1421-1430, 1472(h)))

Issued in Washington, D.C., on January 6, 1971.

CARL V. LYON,
 Acting Administrator,
 Federal Railroad Administration.

ROBERT A. KAYE,
 Director, Bureau of Motor Carrier Safety, Federal Highway Administration.

SAM SCHNEIDER,
 Board Member, for the
 Federal Aviation Administration.

[FR Doc. 71-1273 Filed 1-29-71; 8:48 am]

[Docket No. HM-59; Amdt. 173-42]

PART 173—SHIPPERS

Class A Poisons in Cylinders

The purpose of this amendment is to provide for the use of specification DOT-3A, 3AA, and 3E1800 cylinders for the transportation of certain class A poisonous liquids or gases.

On October 10, 1970, the Hazardous Materials Regulations Board published a notice of proposed rule making, Docket

No. HM-59; Notice No. 70-18 (35 F.R. 16005), proposing to amend the regulations as stated above. No objections were received to the basic proposal, but two commenters objected to certain elements. Several others suggested some editorial changes, of which most were adopted.

One commenter objected to the specificity of the requirement for taper-threaded connections of valves to cylinders, noting the Board's announced intention of striving for performance standards. Another objected to the limitation for the gas pressure at 130° F. to not exceed the service pressure of the cylinder, and to the 6-foot boxed drop test. Both commenters referred to good experience in the shipment of gases in general, under conditions other than were proposed to be required for class A poison liquids and gases. The Board acknowledges that the proposals it made impose more specific and limiting conditions for class A poison shipments. It did so on the basis that the hazard level of a material should be a primary factor in specifying packaging. Consistent with this philosophy, its proposal intended to provide a better package than currently required for nonpoisonous gases or liquids that are otherwise regulated. Also, the proposal generally reflected packaging standards that have been in use for several years under the terms of many special permits. The permit experience has been completely satisfactory and, according to the comments received by one holder of such a permit and an association representing the majority of shippers of class A poisons who hold such permits, implementation of the proposal was recommended.

Editorial changes are being made to insure completeness and consistency between §§ 173.34, 173.327, and 173.328. For example, the sentence "Safety relief devices are forbidden" is being deleted in § 173.327(a), since this is already covered by § 173.34(d)(3); reference to § 173.301(g) is being deleted, as § 173.327 is complete in itself.

In consideration of the foregoing, 49 CFR Part 173 is amended as follows:

In § 173.327, paragraph (a) is amended to read as follows:

§ 173.327 Packing.

(a) Cylinders must be maintained in compliance with the requirements of § 173.34. Valves must be capable of withstanding the test pressure of the cylinders and must have taper-threaded connections directly to the cylinders (no bushings or straight-threaded connections of valves to cylinders permitted). For corrosive commodities, valves may be of the packed type provided the assembly is made gas-tight by means of a seal cap with compatible gasketed joint to the valve body or to the cylinder to prevent loss of commodity through or past the packing; otherwise the valves must be of the packless type

with nonperforated diaphragms and handwheels. Each valve outlet must be sealed by a threaded cap or a threaded solid plug. The outlet caps and plugs, luting, and gaskets must be compatible with each other, the valve assembly, and the lading.

(1) The pressure of the poison gas at 130° F. must not exceed the service pressure of the cylinder. Cylinders must not be liquid full at 130° F.

(2) Cylinders packed in boxes must have adequate protection for valves. Box and valve protection must be of strength sufficient to protect all parts of cylinders and valves from deformation or breakage resulting from a drop of at least 6 feet onto a concrete floor, impacting at the weakest point. A cylinder not overpacked in a box must be equipped with a protective cap or other means of valve protection which must be capable of preventing damage to or distortion of the valve if it were subjected to an impact test as follows: The cylinder, prepared as for shipment, is allowed to fall from an upright position with the side of the cap or other valve protection striking a solid steel object projecting not more than 6 inches above the floor level.

In § 173.328, paragraph (a)(2) is added to read as follows:

§ 173.328 Poisonous gases and liquids not specifically provided for.

(a) * * *
(2) Specification 3A1800, 3AA1800 or 3E1800 (§§ 178.36, 178.37, 178.42) cylinders.

(i) Specifications 3A and 3AA cylinders must not exceed 125 pounds water capacity (nominal). Cylinders must have valve protection or be packed in strong wooden or metal boxes as described in § 173.327(a)(2) of this chapter.

(ii) Specification 3E1800 cylinders must be packed in strong wooden or metal boxes.

This amendment is effective June 10, 1971. However, compliance with the regulations as amended herein is authorized immediately.

(Secs. 831-835, title 18, United States Code; sec. 9, Department of Transportation Act (49 U.S.C. 1657); title VI, sec. 902(h), Federal Aviation Act of 1958 (49 U.S.C. 1421-1430 1472(h)))

Issued in Washington, D.C., on January 6, 1971.

CARL V. LYON,
Acting Administrator,
Federal Railroad Administration.

ROBERT A. KAYE,
Director, Bureau of Motor Carrier Safety, Federal Highway Administration.

SAM SCHNEIDER,
Board Member, for the Federal Aviation Administration.

[FR Doc.71-1272 Filed 1-29-71; 8:46 am]

[Docket No. HM-28; Amdts. 173-41, 177-15]

PART 173—SHIPPERS

PART 177—SHIPMENTS MADE BY WAY OF COMMON, CONTRACT, OR PRIVATE CARRIERS BY PUBLIC HIGHWAY

Removal of Label Exemption

The purpose of this amendment to the Hazardous Materials Regulations of the Department of Transportation is to remove certain exemptions from the labeling requirements in § 173.402 and to make corresponding changes in § 177.815.

On July 23, 1969, the Hazardous Materials Regulations Board published a notice of proposed rule making, Docket No. HM-28; Notice 69-20 (34 F.R. 12188), which proposed to remove certain exemptions from the requirements for labeling of packages containing specified classes of hazardous materials. The Board also proposed to cancel § 173.404 (h) since the provision therein is no longer necessary.

As a basis for removing the exemptions the Board said:

Carload and truckload shipments of hazardous materials, except classes A or C poisons, etiologic agents, and radioactive materials, are presently exempt from labeling requirements when such shipments are loaded by the shipper and are unloaded by the consignee from the transport vehicle in which originally loaded. In addition, carload and truckload shipments of classes A or C poisons, etiologic agents, and radioactive materials made by, for, or to the Department of Defense are presently exempt from the labeling requirements if loaded by the shipper and unloaded by the consignee from the transport vehicle in which originally loaded when accompanied by qualified personnel who are supplied with equipment to repair leaks or other container failures which will permit escape of contents.

These labeling exemptions were provided over 30 years ago for rail shipments. The exemptions were later extended to truckload shipments when transported by highway. In either case a car or motor vehicle containing carload or truckload shipments is required to be placarded or marked as prescribed for the hazardous materials contained therein. The placard (or marking) has about the same relationship to the rail car or motor vehicle as the label has to the package. Basically, the label provides precautionary information to the handler of the package and governs the loading or storage of the package while in the custody of the carrier. The placard (or marking) governs the placement of the rail car in a train, is a warning to train crews and operating personnel, and provides precautionary information to persons responding to the scene of an accident. Essentially the same type of safeguards apply to a placarded motor vehicle.

Packages of hazardous materials often are not confined within transport vehicles as a result of collisions, derailments, and overturns. These packages may or may not be intact. Persons engaged in firefighting, cleanup operations, enforcement, and the general public should be afforded sufficient warning of the potential hazards of the materials in packages. Prescribed labels on packages are a means of informing persons of the hazards involved.