

tion of the Federal Power Commission in DA-203-Utah, it is ordered as follows:

1. The Executive Order of July 2, 1910, creating Powersite Reserve No. 34, Interpretation No. 95, April 9, 1927, is hereby revoked insofar as it affects the following described lands:

SALT LAKE MERIDIAN

T. 25 S., R. 21 E.,
Sec. 22, S½SE¼;
Sec. 27, lots 7, 8, 9 and 13;
Sec. 28, lot 1.

The areas described aggregate 184.59 acres in Grand County.

All the above described lands are within the exterior boundaries of the Arches National Park, established by the Act of November 12, 1971, 85 Stat. 422.

2. At 10 a.m. on October 29, 1976, the lands described in paragraph 1 shall be relieved of the segregative effect of Powersite Reserve No. 34 for the purpose of allowing said lands to be recommended for inclusion in the National Wilderness Preservation System, 16 U.S.C. 1131 (1970).

Inquiries concerning these lands should be addressed to the State Director, Bureau of Land Management, 136 East South Temple, Salt Lake City, Utah 84111.

JACK O. HORTON,
Assistant Secretary of the Interior.

SEPTEMBER 23, 1976.

[FR Doc.76-28585 Filed 9-29-76;8:45 am]

Title 45—Public Welfare

CHAPTER III—OFFICE OF CHILD SUPPORT ENFORCEMENT (CHILD SUPPORT ENFORCEMENT PROGRAM), DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

PART 304—FEDERAL FINANCIAL PARTICIPATION

Availability and Rate of Federal Financial Participation

The purpose of this amendment is to provide a one year continuation of Federal financial participation (FFP) at the 75% rate for child support services provided by State IV-D Agencies to individuals who are not eligible for AFDC assistance.

The basis for this amendment is Section 3 of Pub. L. 94-365 approved July 14, 1976, which amends Section 455 of the Social Security Act to continue for one year FFP for State child support enforcement activities for non-welfare recipients. Title IV-D of the Act mandates States to make child support enforcement services available to welfare recipients and those not on welfare who request such services. Congress intends that the child support enforcement activities for non-welfare recipients will become self-supporting through fees collected for the service, unless a State elects to provide the services without charge. Pub. L. 93-647 provided FFP for this part of the Child Support Enforcement Program for the first year of operation, from July 1, 1975 to June 30, 1976, to enable the States to put this

program into operation. Congress is now extending this FFP provision for another year because the Child Support program for non-AFDC recipients in many States has not had sufficient time to become fully operational.

Good cause exists to dispense with proposed rule making procedures since Section 3 of Pub. L. 94-365 has the effect of providing continued FFP for the period from July 1, 1976 to June 30, 1977, and the amendment imposes no new requirement upon the States, but rather provides continuing FFP for activities that the States are already required to perform as part of the Child Support Enforcement Program.

However, any written comments, suggestions, or objections addressed to the Director, Office of Child Support Enforcement, Department of Health, Education, and Welfare, P.O. Box 2372, Washington, D.C. 20013, and received on or before November 1, 1976, will be considered with a view of possible revision of this regulation.

Such comments will be available for public inspection in room 5225 of the Department's offices at 330 C Street, S.W., Washington, D.C., beginning approximately two weeks after publication of the notice in the FEDERAL REGISTER, on Monday through Friday of each week from 8:30 a.m. to 5:00 p.m. (area code 202-245-0950).

Answers to specific questions may be obtained by calling Steve Henigson at (202) 472-4510.

Section 304.20 is amended by revising paragraph (a) (4) as follows:

§ 304.20 Availability and rate of Federal financial participation.

(a) Federal financial participation at the 75 percent rate is available for:

(1) Necessary expenditures under the State title IV-D plan for the child support enforcement services and activities specified in this section and § 304.21 provided to individuals from whom an assignment of support rights has been obtained pursuant to § 232.11 of this title;

(2) Collection services pursuant to § 302.51(e) (1) of this chapter; and

(3) Parent locator services for individuals eligible pursuant to § 302.33 of this title;

(4) During any period prior to July 1, 1977, paternity and child support services under the State plan for individuals eligible pursuant to § 302.33 of this chapter.

(Sec. 1102, 49 Stat. 647 (42 U.S.C. 1302).)

Effective date: The regulations in this section are effective on July 1, 1976.

Dated: July 26, 1976.

DON I. WORTMAN,
Director, Office of Child
Support Enforcement.

Approved: September 24, 1976.

MARJORIE LYNCH,
Acting Secretary.

[FR Doc.76-28578 Filed 9-29-76;8:45 am]

CHAPTER X—COMMUNITY SERVICES ADMINISTRATION

PART 1005—INSPECTION AND COPYING OF RECORDS: RULES FOR COMPLIANCE WITH PUBLIC INFORMATION ACT

Correction

In FR Doc. 75-26428, revising 45 CFR Part 1005, published in the October 3, 1975 FEDERAL REGISTER, § 1005.8(g) (1) is corrected by changing the reference in the third line from the end from "31 U.S.C. 433(a)" to "31 U.S.C. 483(a)".

Dated: September 27, 1976.

SAMUEL R. MARTINEZ,
Director.

[FR Doc.76-28608 Filed 9-29-76;8:45 am]

CHAPTER XII—ACTION

PART 1205—SERVICE CORPS OF RETIRED EXECUTIVES (SCORE) AND ACTIVE CORPS OF EXECUTIVES (ACE)—PAYMENT OF OUT-OF-POCKET EXPENSES

Deletion of Part

EDITORIAL NOTE: The Office of the Federal Register has received a letter from the Director of the Administrative Services Division of Action, in which he states that regulations presently codified as 45 CFR Part 1205 are legally void. The letter requests the Office of the Federal Register to delete the regulations from the CFR chapter administered by ACTION.

The basis for the ACTION request is Executive Order No. 11871, dated July 18, 1975. The Executive Order transferred the SCORE/ACE programs from ACTION to the Small Business Administration. The Executive Order entrusts the administration of these regulations to the Administrator of the Small Business Administration. Acting under this authority the Administrator of the Small Business Administration has promulgated regulations as 13 CFR Part 129 on September 30, 1976 (41 FR 43131). The effect of this publication of 13 CFR Part 129 is to make obsolete the regulations in 45 CFR Part 1205.

Therefore, pursuant to 1 CFR 8.2, Part 1205 of Chapter XII of Title 45, Code of Federal Regulations, is deleted.

Title 46—Shipping

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 74-60]

FIREFIGHTING EQUIPMENT

Requirement of Lined Fire Hose

A notice of proposed rulemaking (CGD 74-60) was published in the FEDERAL REGISTER of Tuesday, September 23, 1975 (40 FR 43739). This Notice proposed amendments to the existing regulations pertaining to the type of fire hose currently required on board Coast Guard-regulated vessels.

The amendments prohibit the use of unlined hose for fire-fighting purposes on vessels over 65 feet in length by requiring the use after January 1, 1980

of fire hose that conforms to Underwriters' Laboratories, Inc. Standard 19 or Federal Specification ZZ-H-451E for lined fire hose. Passenger vessels of 65 feet or less continue to have the option of using commercial fire hose or $\frac{3}{4}$ inch or greater diameter garden hose for firefighter purposes.

The use of unlined fire hoses conforming to the requirements of Underwriters' Laboratories, Inc. Standard 18 or Federal Specification JJ-H-571 was authorized by the regulations in effect prior to this amendment. Exposure to dampness will cause these types of hoses to deteriorate rapidly. In fact, Standard 18 warns that an unlined hose should not be wet except when it is being used for firefighting, and that following its use, it should be thoroughly dried. Unlined fire hoses on board a vessel may become wet at times other than during use in firefighting. For example, a hose may become wet due to leakage from a valve that is not fully closed, or that has a faulty seat. A hose may also become wet from storage in a location exposed to dampness or the weather. The problem of drying an unlined hose and of keeping it dry is further aggravated by the dampness inherent in the marine environment. Because of the adverse effects of dampness on unlined hose and the ready availability of lined hose that fits existing storage racks, the use of unlined hose is no longer warranted.

Interested persons were invited to submit written data, views, and arguments to the Commandant, U.S. Coast Guard. The comment period closed on November 10, 1975.

During the comment period, five comments were received, one of which was non-responsive to the proposed amendments. The four applicable comments are as follows:

1. *Comment.* Two commenters requested that the proposed amendment be altered to exclude hose which meets the provisions of Federal Specification ZZ-H-451E, and to require lined hose which bears the label of Underwriters' Laboratories, Inc. or other recognized testing laboratories. It is the contention of these commenters that Coast Guard Inspectors cannot recognize hose which conforms to Federal Specification ZZ-H-451E during field inspections because this hose is not labeled.

Response. This suggestion was not adopted because certified copies of test reports from independent testing laboratories, showing that numbered sections of fire hose have been tested under the provisions of Federal Specification ZZ-H-451E, are available from suppliers of fire hose. During field inspections, Coast Guard Inspectors may use these test reports to properly identify sections of installed fire hose by checking the hose serial numbers against those noted in the certified test report.

2. *Comment.* Another commenter suggested that the proposed amendment be altered to require a commercial fire hose, proof-tested to 300 psi, and preferably constructed of 100% polyester

fiber jacketing. Additionally, if the jacketing material is not cotton, it must be treated with a mildewicide.

Response. This suggestion was not adopted. It is felt that these comments represent a sound technical viewpoint; however, their incorporation into the final rulemaking would require vessel owners to purchase a fairly specific type of hose which may not be readily available in all geographic areas.

3. *Comment.* The remaining two commenters sought additional changes to the proposed amendment which would require the listing of certain additional independent testing laboratories in the final regulation.

Response. It is the intent of the Coast Guard to require fire hose that is functional, reliable, and readily obtainable. To this end, the Coast Guard requirements for acceptable types of fire hose have been carefully selected. Each section of fire hose must conform to either Underwriters' Laboratories, Inc. Standard 19 or Federal Specification ZZ-H-451E. Coast Guard Inspectors may verify conformance with these standards by observing an affixed label on hose which meets Underwriters' Laboratories, Inc. Standard 19, or by checking a certified test report against serial numbers on hose which conforms to Federal Specification ZZ-H-451E. Only Underwriters' Laboratories, Inc. may issue labels indicating that hose has been tested to Standard 19; however, any nationally recognized independent testing laboratory may issue a certified test report verifying that hose has been tested in conformance with Federal Specification ZZ-H-451E. Therefore, no change was made in response to these comments.

Two changes have been made to the proposed amendments. These changes clarify the meaning of the regulation and provide vessel owners with more lead time in complying with the new requirements due to the time lapse between the notice of proposed rulemaking and the final rule. To provide these changes, sections 34.10-10, 76.10-10, 95.10-10, 167.45-5 and 193.10-10 have been reworded to replace the phrase, "Each section of fire hose installed or replaced after 1 July 1976 . . ." with the phrase, "Each section of replacement fire hose or any section of new hose placed on board a vessel after January 1, 1977 . . ."

In consideration of the foregoing, Parts 34, 76, 95, 105, 167, 181, and 193 of Chapter I of Title 46 of the Code of Federal Regulations are amended as set forth below.

PART 34—FIREFIGHTING EQUIPMENT

1. By revising § 34.10-10(1) to read as follows:

§ 34.10-10 Fire Station hydrants, hose and nozzles—T/ALL.

(1) Each section of fire hose used after January 1, 1980 must be lined commercial fire hose that conforms to Underwriters' Laboratories, Inc. Standard 19 or Federal

Specification ZZ-H-451E. Hose that bears the label of Underwriters' Laboratories, Inc. as lined fire hose is accepted as conforming to this requirement. Each section of replacement fire hose or any section of new fire hose placed aboard a vessel after January 1, 1977 must also conform to the specification required by this paragraph.

PART 76—FIRE PROTECTION EQUIPMENT

2. Section 76.10-10 is amended by revising paragraph (1)(3) as follows:

§ 76.10-10 Fire hydrants and hose.

(1) * * *

(3) Each section of fire hose used after January 1, 1980 must be lined commercial fire hose that conforms to Underwriters' Laboratories, Inc. Standard 19 or Federal Specification ZZ-H-451E. Hose that bears the label of Underwriters' Laboratories, Inc. as lined fire hose is accepted as conforming to this requirement. Each section of replacement fire hose or any section of new fire hose placed aboard a vessel after January 1, 1977 must also conform to the specification required by this paragraph.

PART 95—FIRE PROTECTION EQUIPMENT

3. Section 95.10-10 is amended by revising paragraph (1)(4) as follows:

§ 95.10-10 Fire hydrants and hose.

(1) * * *

(4) Each section of fire hose used after January 1, 1980 must be lined commercial fire hose that conforms to Underwriters' Laboratories, Inc. Standard 19 or Federal Specification ZZ-H-451E. Hose that bears the label of Underwriters' Laboratories, Inc. as lined fire hose is accepted as conforming to this requirement. Each section of replacement fire hose or any section of new fire hose placed aboard a vessel after January 1, 1977 must also conform to the specification required by this paragraph.

PART 105—COMMERCIAL FISHING VESSELS DISPENSING PETROLEUM PRODUCTS

4. By revising paragraph (c) of § 105.35-15 to read as follows:

§ 105.35-15 Fire hose.

(c) If $1\frac{1}{2}$ inch diameter fire hose is used after January 1, 1980, each length of hose must:

(1) Be lined commercial fire hose that conforms to Underwriters' Laboratories, Inc. Standard 19 or Federal Specification ZZ-H-451E. A hose that bears the label of Underwriters' Laboratories, Inc. as lined fire hose is accepted as conforming to this requirement; and

(2) Have a combination nozzle approved by the Commandant in accordance with § 162.027-6 of this Chapter.

PART 167—PUBLIC NAUTICAL SCHOOL SHIPS

5. Section 167.45-5 is amended by revising paragraph (g) as follows:

§ 167.45-5 Steam fire pumps or their equivalent.

(g) Each section of fire hose used after January 1, 1980 must be lined commercial fire hose that conforms to Underwriters' Laboratories, Inc. Standard 19 or Federal Specification ZZ-H-451E. Hose that bears the label of Underwriters' Laboratories, Inc. as lined fire hose is accepted as conforming to this requirement. Each section of replacement fire hose or any section of new fire hose placed aboard a vessel after January 1, 1977 must also conform to the specification required by this paragraph.

PART 181—FIRE PROTECTION EQUIPMENT

6. By revising paragraph (d) of § 181.15-10 to read as follows:

§ 181.15-10 Fire hose.

(d) S and L. If 1½ inch diameter fire hose is used after January 1, 1980, each length of hose must:

(1) Be lined commercial fire hose that conforms to Underwriters' Laboratories, Inc., Standard 19 or Federal Specification ZZ-H-451E. A hose that bears the label of Underwriters' Laboratories, Inc., as lined fire hose is accepted as conforming to the requirement; and

(2) Have a nozzle that has a ½ inch solid stream orifice or a combination nozzle approved by the Commandant in accordance with § 162.027-6 of this Chapter. The nozzle must be bronze or another material that has strength and corrosion resistance properties equal to those of bronze.

PART 193—FIRE PROTECTION EQUIPMENT

7. Section 193.10-10 is amended by revising paragraph (k) (4) as follows:

§ 193.10-10 Fire hydrants and hose.

(k) . . .

(4) Each section of fire hose used after January 1, 1980 must be lined commercial fire hose that conforms to Underwriters' Laboratories, Inc. Standard 19 or Federal Specification ZZ-H-451E. Hose that bears the label of Underwriters' Laboratories, Inc. as lined fire hose is accepted as conforming to this requirement. Each section of replacement fire hose or any section of new fire hose placed aboard a vessel after January 1, 1977 must also conform to the specification required by this paragraph.

Effective date: These rules are effective on November 1, 1976.

(46 U.S.C. 375, 390b, 391a, 416, 489, and 526; 49 U.S.C. 1655(b); 49 CFR 1.4(a)(2) and 1.46(b); and E.O. 11239 (30 FR 9671))

Dated: September 24, 1976.

E. L. PERRY,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[FR Doc. 76-28690 Filed 9-29-76; 8:45 am]

Title 47—Telecommunication**CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION**

[Docket No. 20500; FCC 76-854]

PART 73—RADIO BROADCAST SERVICES LICENSEE-CONDUCTED CONTESTS**Fair Disclosure Requirements****Correction**

In FR Doc. 76-27445, appearing in the FEDERAL REGISTER of Monday, September 20, 1976 on page 40469, the Notes on page 40470 should be corrected as set forth below:

In Subpart H of Part 73, new § 73.1215 is added, as follows:

§ 73.1215 Licensee-conducted contests.

A licensee that broadcasts or advertises information about a contest it conducts shall fully and accurately disclose the material terms of the contest, and shall conduct the contest substantially as announced or advertised. No contest description shall be false, misleading or deceptive with respect to any material term.

NOTE 1.—For the purposes of this rule:
(a) A contest is a scheme in which a prize is offered or awarded, based upon chance, diligence, knowledge or skill, to members of the public.

(b) Material terms include those factors which define the operation of the contest and which affect participation therein. Although the material terms may vary widely depending upon the exact nature of the contest, they will generally include: how to enter or participate; eligibility restrictions; entry deadline dates; whether prizes can be won; when prizes can be won; the extent, nature and value of prizes; basis for valuation of prizes; time and means of selection of winners; and/or tie-breaking procedures.

NOTE 2.—In general, the time and manner of disclosure of the material terms of a contest are within the licensee's discretion. However, the obligation to disclose the material terms arises at the time the audience is first told how to enter or participate and continues thereafter. The material terms should be disclosed periodically by announcements broadcast on the station conducting the contest, but need not be enumerated each time an announcement promoting the contest is broadcast. Disclosure of material terms in a reasonable number of announcements is sufficient. In addition to the required broadcast announcements, disclosure of the material terms may be made in a non-broadcast manner.

NOTE 3.—This rule is not applicable to licensee-conducted contests not broadcast or advertised to the general public or to a substantial segment thereof, to contests in which the general public is not requested or permitted to participate, to the commercial advertisement of non-licensee-conducted contests, or to a contest conducted by a non-broadcast division of the licensee or by a non-broadcast company related to the licensee.

[FCC 76-789]

PART 73—RADIO BROADCAST SERVICES**Meters; Standards and Installation Requirements****Correction**

In FR Doc. 76-25495, appearing at page 36815, in the issue for Wednesday, September 1, 1976, the following change should be made:

On page 26819, the third line of § 73.1215(b)(1) should read, "section for linear scale instruments."

Title 49—Transportation**CHAPTER I—MATERIALS TRANSPORTATION BUREAU****SUBCHAPTER D—PIPELINE SAFETY**

[Amdt. No. 195-11; Docket No. OPSO-35]

PART 195—TRANSPORTATION OF LIQUIDS BY PIPELINE**Offshore Pipeline Facilities; Correction**

On August 12, 1976, the Materials Transportation Bureau (MTB) published an amendment to 49 CFR Part 195 to more clearly delineate the applicability of Part 195 to offshore liquid pipelines and to better assure the safe operation of those pipelines (Amdt. No. 195-11; Docket No. OPSO-35; 41 FR 34035). The amendment was proposed under Notice 75-4 and published on September 23, 1975 (40 FR 43740).

The MTB intended that the amendment to § 195.306(b) as proposed on September 23 be incorporated in the August 12 final rule. Inadvertently, language other than what was proposed was incorporated in the final rule.

Accordingly, in FR Doc. 76-23593, appearing at pages 34035-34041 in the FEDERAL REGISTER of August 12, 1976, amendment number "12," appearing on page 34041 is corrected to read as follows:

12. Section 195.306(b) is amended to read as follows:

§ 195.306 Test medium.

(b) Except for offshore pipelines, liquid petroleum that does not vaporize rapidly may be used as the test medium if—

(1) The entire pipeline section under test is outside of cities and other populated areas;

(2) Each building within 300 feet of the test section is unoccupied while the test pressure is equal to or greater than a pressure which produces a hoop stress of 50 percent of specified minimum yield strength;

(3) The test section is kept under surveillance by regular patrols during the test; and

(4) Continuous communication is maintained along entire test section.

Issued in Washington, D.C. on September 28, 1976.

CESAR DELEON,
Acting Director, Office of
Pipeline Safety Operations.

[FR Doc. 76-28817 Filed 9-29-76; 8:45 am]

CHAPTER II—FEDERAL RAILROAD ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. RSEP-1, Notice No. 4]

PART 216—SPECIAL NOTICE AND EMERGENCY ORDER PROCEDURES: RAILROAD TRACK, LOCOMOTIVES AND EQUIPMENT

Amendments

On March 24, 1975, the Federal Railroad Administration (FRA) published in the FEDERAL REGISTER a notice of proposed rule-making (NPRM) requesting comments on a suggested new Part 216 (40 FR 14336). Interested persons were invited to participate in the rule-making proceeding by submitting written comments by May 15, 1975. On May 6, 1976, FRA published a final rule (41 FR 18656); however, the references to standard FRA forms in the proposed § 216.5(c) and the reporting requirements in the proposed §§ 216.11(b) and 216.15(b) were deleted. These changes were made because Office of Management and Budget (OMB) approval had not yet been obtained (44 U.S.C. 3509).

FRA stated in the preamble to the final rule that this proceeding would remain open for the purpose of permitting FRA to adopt these deleted provisions upon OMB approval. Pursuant to OMB Approval No. 004-R567, the requisite permission has been granted. Accordingly, FRA is now amending the final rule by adopting the deleted provisions.

Since notice and an opportunity for public comment were provided with respect to these provisions, and they are now being adopted exactly as they appeared in the notice of proposed rule-making, FRA believes that an additional period for public comment is unnecessary.

In consideration of the foregoing, 49 CFR Part 216, is hereby amended as follows, effective on September 30, 1976.

1. § 216.5(c) is amended to read as follows:

§ 216.5 Delegation and general provisions.

(c) The notices prescribed in §§ 216.11, 216.13, 216.15, and 216.21 of this part are issued on standard FRA forms indicating the particular subject matter. An inspector issues a notice by delivering it to an appropriate officer or agent immediately responsible for the affected locomotive, car, or track.

2. § 216.11 is amended by redesignating paragraph (b) as paragraph (c), and by adding a new paragraph (b), to read as follows:

§ 216.11 Special notice for repairs—railroad freight car.

(b) The railroad shall notify the Regional Director in writing when the equipment is returned to service, specifying the repairs completed.

(c) A railroad freight car subject to the notice prescribed in paragraph (a) of this section may be moved from the place where it was found to be unsafe

for further service to the nearest available point where the car can be repaired, if such movement is necessary to make such repairs. However, the movement is subject to the further restrictions of § 215.9 of this chapter.

3. § 216.15 is amended by designating the current section as paragraph (a), and by adding a new paragraph (b), to read as follows:

§ 216.15 Special notice for repairs—track class.

(a) When an FRA Track Inspector or State Track Inspector determines that track does not comply with the requirements for the class at which the track is being operated, as defined in the Track Safety Standards (49 CFR Part 213), he notifies the railroad in writing that the track is being lowered in class and that operations over that track must comply with the speed limitations prescribed in Part 213 of this chapter. The notice describes the conditions requiring the track to be lowered in class, specifies the exact location of the affected track segment, and states the highest class and corresponding maximum speeds at which trains may be operated over that track. After receipt of such notice, the speeds at which trains operate over that track shall not exceed the stated maximum permissible speeds, until such time as the track conforms to applicable standards for a higher class.

(b) The railroad shall notify the Regional Director in writing when the track is restored to a condition permitting operations at speeds authorized for a higher class, specifying the repairs completed.

(Federal Railroad Safety Act of 1970 (84 Stat. 971; sec. 206, 88 Stat. 2156 (45 U.S.C. 421, 431-441)) and § 1.49(n) of the regulations of the Office of the Secretary of Transportation (49 CFR 1.49(n)).)

Issued in Washington, D.C. on September 22, 1976.

ASAPH H. HALL,
Administrator.

[FR Doc.76-28546 Filed 9-29-76; 8:45 am]

CHAPTER V—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

[Docket No. 75-5; Notice 07]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Air Brake Systems; Agricultural Commodity Trailers

This notice amends Standard No. 121, *Air Brake Systems*, to extend until June 30, 1977, the period in which bulk agricultural commodity trailers designed with a high ground clearance and other special features for use with farm tractors during harvest can meet emergency and parking brake requirements other than those specified in S5.6 and S5.8 of the standard.

Standard No. 121 (49 CFR 571.121) permitted this specialized agricultural trailer category the option, until June 30, 1976, of meeting the parking brake requirements of the standard (actuation

by an energy source unaffected by air loss in the service brake system) or the air-actuated "breakaway" system that complies with Bureau of Motor Carrier Safety requirements (49 CFR 393.43). The National Highway Traffic Safety Administration established the June 30, 1976, date (41 FR 8347, February 26, 1976) to permit completion of the bulk agricultural commodity trailers necessary for the 1976 harvest season.

Titan Trailer Corporation petitioned for a year's extension of the option because the reasons cited by the agency for the option still exist, and the company plans to manufacture the specialized vehicles throughout the year.

The agency does not wish to limit the manufacture of these trailers to only one of the available systems. In fact, the agency has an outstanding proposal to broaden the available means to meet the parking and emergency brake requirements for all trailers in a closely similar fashion to the bulk agricultural trailer option (40 FR 56920, December 5, 1975). Because of the comprehensive nature of that proposed revision, it will not be acted on in the immediate future. The NHTSA concluded that the option should be extended for a period to permit the continued manufacture of these trailers as they have been manufactured. (The extension was proposed July 6, 1976 (41 FR 27740)).

Comments were received from Utility Trailer Manufacturing Company, Fruehauf Corporation, and Wesco Truck and Trailer Sales. All comments supported the proposal, and it is made final as proposed.

In accordance with recently enunciated Department of Transportation policy encouraging adequate analysis of the consequences of regulatory action (41 FR 16200, April 16, 1976), the agency herewith summarizes its evaluation of the economic and other consequences of the proposal on the public and private sectors, including possible loss of safety benefits. Because the option simply permits continued manufacture of these trailers in the same fashion as they have been manufactured to date, and because the possibility for misuse of the mechanical parking brakes appears to be great in this case, the agency concludes that there would be no new economic or environmental costs imposed by the action, and that there would be no significant loss of safety benefit in this case.

§ 571.121 [Amended]

In consideration of the foregoing, the last sentence in paragraph S5.6 and S5.8 of Standard No. 121 (49 CFR 571.121) is amended by changing the date "June 30, 1976" to "June 30, 1977".

Effective date: September 24, 1976.

(Secs. 103, 119, Pub. L. 89-563, 80 Stat. 718 (15 U.S.C. 1392, 1407); delegation of authority at 49 CFR 1.50).

Issued on September 22, 1976.

JOHN W. SNOW,
Administrator.

[FR Doc.76-28536 Filed 9-24-76; 4:54 pm]