

trator's diffusion modeling analysis are available for public inspection at the Offices of EPA, Region III, Curtis Building, Sixth and Walnut Streets, Philadelphia, Pennsylvania, 19106 and at the Freedom of Information Center, EPA, 401 M Street, SW., Washington, D.C., 20460.

On the basis of the West Virginia evaluation, the Administrator's own analysis and public comments received, it is the Administrator's judgment that the proposed revision meets the procedural and substantive requirements of 40 CFR Part 51, Requirements for Preparation, Adoption and Submittal of State Implementation Plans, and that it be approved as a revision to the West Virginia Implementation Plan.

This Agency finds that good cause exists for making this revision effective upon publication because immediate approval will enable the John E. Amos Plant to operate in compliance with the approved applicable State Implementation Plan.

(42 U.S.C. 1857e-5(a))

Dated: August 21, 1974.

ALVIN L. ALM,
Acting Administrator.

Part 52 of Chapter 1, Title 40 of the Code of Federal Regulations is amended as follows:

Section 52.2520, (c) is revised to read as follows:

§ 52.2520 Identification of plan.

(c) Supplemental information was submitted on:

(1) March 30, April 20, and May 5, 1972, and November 14, 1973 by the West Virginia Air Pollution Control Commission.

[FR Doc. 74-19833 Filed 8-27-74; 8:45 am]

Title 41—Public Contracts and Property Management

CHAPTER 101—FEDERAL PROPERTY MANAGEMENT REGULATIONS

SUBCHAPTER A—GENERAL

[FPMR Amdt. A-20]

PART 101-4—PATENTS

Subpart 101-4.1—Licensing of Government-Owned Inventions

PATENT LICENSE ROYALTIES AND LITIGATION Correction

In FR Doc. 74-17895, appearing on page 28288 in the issue for Tuesday, August 6, 1974, change the heading to read as set forth above.

Title 45—Public Welfare

CHAPTER II—SOCIAL AND REHABILITATION SERVICE (ASSISTANCE PROGRAM), DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

PART 205—GENERAL ADMINISTRATION—PUBLIC ASSISTANCE PROGRAMS

Eligibility of Supplemental Security Income Beneficiaries for Food Stamps or Surplus Commodities; Postponement of Effective Date

Regulations for eligibility of certain recipients of supplemental security in-

come for food stamps or surplus commodities were published on December 13, 1973 (38 FR 34324) to be effective January 1, 1974. The regulations implemented the requirements of the food stamp and surplus commodities provisions of Public Law 93-86 (The Agriculture and Consumer Protection Act of 1973). A postponement of the effective date to July 1, 1974 was published on January 30, 1974 (39 FR 3824) pursuant to Public Law 93-233 of December 31, 1973. The effective date of these regulations is now postponed until July 1, 1975 by Public Law 93-335, signed by the President on July 8, 1974. Accordingly, the regulations in Part 205.25 of this title are postponed until July 1, 1975.

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

(Catalog of Federal Domestic Assistance Program No. 130761. Public Assistance—Maintenance Assistance (State Aid).)

Dated: August 15, 1974.

JOHN A. SVAHN,
Acting Administrator, Social
and Rehabilitation Service.

Approved: August 22, 1974.

FRANK CARLUCCI,
Acting Secretary.

[FR Doc. 74-19946 Filed 8-27-74; 8:45 am]

Title 47—Telecommunication

CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION

PART 0—COMMISSION ORGANIZATION

Order, Research and Technical Division Redesignated

Sections 0.32(c) and 0.34 of the Commissioner's rules make reference to the Research and Technical Division. This title has been changed to the Research and Standards Division. It is the purpose of this order to amend §§ 0.32(c) and 0.34 to reflect this change in title.

Authority for this amendment appears in section 4(i) of the Communications Act of 1934, as amended, and in § 0.231 (d) of the Commission's rules and regulations. The prior notice and effective date provisions of 5 U.S.C. 553 do not apply inasmuch as this is an editorial amendment intended to update the rules. Accordingly, it is ordered, That effective September 3, 1974, § 0.32(c) is amended and § 0.34 is revised to read as follows:

§ 0.32 Units in the Office.

(c) Research and Standards Division.

§ 0.34 Research and Standards Division.

The Research and Standards Division reviews and analyzes technical and scientific data relating to terrestrial and space communications; conducts scientific studies in wave propagation, satellite and space communications; studies technical aspects of potential new uses of radio; conducts special projects to obtain theoretical and experimental data on new or improved techniques; develops practical applications for various radio services in consultation with the Bureau concerned; conducts tech-

nical studies of equipment design and performance; and provides commission representation at national and international conferences.

Adopted: August 20, 1974.

Released: August 21, 1974.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL] JOHN M. TORBET,

Executive Director.

[FR Doc. 74-19883 Filed 8-27-74; 8:45 am]

Title 49—Transportation

CHAPTER V—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 74-29; Notice 1]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

New Pneumatic Tires for Passenger Cars; Republication and Correction of Standard

This notice republishes and corrects the text of Federal Motor Vehicle Safety Standard No. 109 (49 CFR § 571.109a), excluding Table I of the Appendix.

The corrections eliminate both typographical errors which occurred in the codification of the standard (in the Code of Federal Regulations) and material now extraneous as a result of amendments to the standard and the adoption of the Tire Identification and Record-keeping Regulations, 49 CFR Part 574. The corrections are as follows:

1. Figure 1 is deleted, and Figures 2 and 3 are redesignated Figures 1 and 2 respectively.

2. Paragraph S5.2.1.3 and S5.2.2.1 are modified to reflect the changes in the designations of Figures 2 and 3.

3. Paragraph S6 is corrected to reflect the amendment of August 17, 1972 (37 FR 16604), by deleting paragraphs S6.1 and the paragraphs following.

The notice also redesignates the standard as § 571.109. The previous designation, § 571.109a, resulted from an amendment (38 FR 27050, September 28, 1973) with a future effective date (March 29, 1974) outstanding at the time the most recent version of the Code was published. The passing of that effective date eliminates the need for § 571.109a.

In light of the above, § 571.109a (excluding Table I of the Appendix) of Title 49, Code of Federal Regulations, is redesignated § 571.109 and corrected and republished to read as set forth below.

(Secs. 103, 119, 201, 202, Pub. L. 89-663, 80 Stat. 718 (15 U.S.C. 1392, 1407, 1421, 1422); delegations of authority at 49 CFR 1.51)

Issued on August 7, 1974.

JAMES B. GREGORY,
Administrator.

§ 571.109a Standard No. 109a; New pneumatic tires.

S1. Scope. This standard specifies tire dimensions and laboratory test requirements for bead unseating resistance, strength, endurance, and high speed performance; defines tire load ratings; and specifies labeling requirements for passenger car tires.

S2. Application. This standard applies to new pneumatic tires for use on passenger cars manufactured after 1948. However, it does not apply to any tire which has been altered so as to render impossible its use, or its repair for use, as motor vehicle equipment.

S3. Definitions.

"Bead" means that part of the tire made of steel wires, wrapped or reinforced by ply cords, that is shaped to fit the rim.

"Bead separation" means a breakdown of bond between components in the bead area.

"Bias ply tire" means a pneumatic tire in which the ply cords that extend to the beads are laid at alternate angles substantially less than 90° to the centerline of the tread.

"Carcass" means the tire structure, except tread and sidewall rubber.

"Chunking" means the breaking away of pieces of the tread or sidewall.

"Cord" means the strands forming the plies in the tire.

"Cord separation" means cords parting away from adjacent rubber compounds.

"Cracking" means any parting within the tread, sidewall, or innerliner of the tire extending to cord material.

"Groove" means the space between two adjacent tread ribs.

"Innerliner" means the layer(s) forming the inside surface of a tubeless tire that contains the inflating medium within the tire.

"Innerliner separation" means the parting of the innerliner from cord material in the carcass.

"Load rating" means the maximum load a tire is rated to carry for a given inflation pressure.

"Maximum permissible inflation pressure" means the maximum cold inflation pressure to which a tire may be inflated.

"Maximum load rating" means the load rating at the maximum permissible inflation pressure for that tire.

"Open splice" means any parting at any junction of tread, sidewall, or innerliner that extends to cord material.

"Overall width" means the linear distance between the exteriors of the sidewalls of an inflated tire, including elevations due to labeling, decorations, or protective bands or ribs.

"Ply" means a layer of rubber-coated parallel cords.

"Ply separation" means a parting of rubber compound between adjacent plies.

"Pneumatic tire" means a mechanical device made of rubber, chemicals, fabric and steel or other materials, which, when mounted on an automotive wheel, provides the traction and contains the gas or fluid that sustains the load.

"Radial ply tire" means a pneumatic tire in which the ply cords which extend to the beads are laid at substantially 90° to the centerline of the tread.

"Rim" means a metal support for a tire or a tire and tube assembly upon which the tire beads are seated.

"Section width" means the linear distance between the exteriors of the sidewalls of an inflated tire, excluding elevations due to labeling, decoration, or protective bands.

"Sidewall" means that portion of a tire between the tread and the bead.

"Sidewall separation" means the parting of the rubber compound from the cord material in the sidewall.

"Size factor" means the sum of the section width and the outer diameter of a tire determined on the test rim.

"Test rim" means any rim of the applicable rim width specified in Table I for a particular tire size designation with the rim dimensions shown in the 1967 Tire and Rim Association Year Book, the 1967 Tire and Rim Association Supplementary Service Data Book, the Tyre and Wheel Engineering Data Book dated 1965/1966 of the Society of Motor Manufacturers and Traders Limited (SMMT), the Japan Automobile Tire Manufacturers Association, 1966 edition, the Japanese Industrial Standards (JIS-D4202) dated 1966, the European Tire and Rim Technical Organization practices (E.T.R.T.O.), the Deutsche Industrie Norm (DIN) 7818 dated June 1959, or Deutsche Industrie Norm (DIN) 7817 dated August 1962 or an approved equivalent rim.

"Tread" means that portion of a tire that comes into contact with the road.

"Tread rib" means a tread section running circumferentially around a tire.

"Tread separation" means pulling away of the tread from the tire carcass.

S4. Requirements.

S4.1 Size and Construction. Each tire shall be designed to fit each rim specified for its size designation in each reference cited in the definition of "test rim" in S3.

S4.2 Performance Requirements.

S4.2.1 General. Each tire shall conform to each of the following:

(a) It shall meet the requirements specified in S4.2.2 for its tire size designation, type, and maximum permissible inflation pressure.

(b) Its maximum permissible inflation pressure shall be either 32, 36, or 40 p.s.i.

(c) Its load rating shall be that specified in Table I for its size designation, type, and each appropriate inflation pressure.

(d) If manufactured on or after August 1, 1968, it shall incorporate a tread wear indicator that will provide a visual indication that the tire has worn to a tread depth of 1/16 inch.

(e) It shall, before being subjected to either the endurance test procedure specified in S5.4 or the high speed performance procedure specified in S5.5, exhibit no visual evidence of tread, sidewall, ply, cord, innerliner, or bead separation, chunking, broken cords, cracking, or open splices.

S4.2.2 Test requirements.

S4.2.2.1 Test sample. For each test sample use—

(a) One tire for physical dimensions, resistance to bead unseating, and strength, in sequence;

(b) Another tire for tire endurance; and

(c) A third tire for high speed performance.

S4.2.2.2 Physical Dimensions. Each tire, when measured in accordance with S5.1, shall conform to each of the following:

(a) Its actual section width and overall width shall not exceed by more than 7 percent the section width specified in Table I for its size designation and type; and

(b) Its size factor shall be at least as large as that specified in Table I for its size designation and type.

S4.2.2.3 Tubeless tire resistance to bead unseating. When tested in accordance with S5.2, the applied force required to unseat the tire bead at the point of contact shall not be less than:

(a) 1,500 pounds for tires with a designated section width of less than six (6) inches;

(b) 2,000 pounds for tires with a designated section width of six (6) inches or more but less than eight (8) inches;

(c) 2,500 pounds for tires with a designated section width of eight (8) inches or more, using the section width specified in Table I for the applicable tire size designation and type.

S4.2.2.4 Tire strength. Each tire shall meet the requirements for minimum breaking energy specified in Table II when tested in accordance with S5.3.

S4.2.2.5 Tire endurance. When the tire has been subjected to the laboratory endurance test specified in S5.4, using a test rim that undergoes no permanent deformation and allows no loss of air through the portion that it comprises of the tire-rim pressure chamber:

(a) There shall be no visual evidence of tread, sidewall, ply, cord, innerliner, or bead separation, chunking, broken cords, cracking, or open splices.

(b) The tire pressure at the end of the test shall be not less than the initial pressures specified in S5.4.1.1.

S4.2.2.6 High speed performance. When the tire has been subjected to the laboratory high speed performance test specified in S5.5, using a test rim that undergoes no permanent deformation and allows no loss of air through the portion that it comprises of the tire-rim pressure chamber, the tire shall meet the requirements set forth in S4.2.2.5 (a) and (b).

S4.3 Labeling requirements. Except as provided in S4.3.1 and S4.3.2, each tire shall have permanently molded into or onto both sidewalls, in letters and numerals not less than 0.078 inch high, the information shown below in (a) through (g):

(a) One size designation, except that equivalent inch and metric size designations may be used;

(b) Maximum permissible inflation pressure;

(c) Maximum load rating;

(d) The generic name of each cord material used in the plies (both sidewall and tread area) of the tire;

(e) Actual number of plies in the sidewall, and the actual number of plies in the tread area if different;

(f) The words "tubeless" or "tube type" as applicable; and

(g) The word "radial" if the tire is a radial ply tire.

S4.3.1 Each tire shall be labeled with the symbol DOT in the manner specified in Part 574 of this chapter, which shall constitute a certification that the tire conforms to applicable Federal motor vehicle safety standards.

S4.3.2 Each tire shall be labeled with the name of the manufacturer, or brand name and number assigned to the manufacturer in the manner specified in Part 574.

S4.3.3. Each tire manufactured between March 1, 1971, and May 22, 1971, shall either—

(a) Comply with S4.3(d) (2) and S4.3 (i) (as effective until May 22, 1971); or
(b) Be labeled with the tire identification number required by 574.5 of this chapter and comply with S4.3.1 and S4.3.2 (as effective on and after May 22, 1971).

S5. Test procedures.

S5.1 *Physical Dimensions.* Determine tire physical dimensions under uniform ambient conditions as follows:

(a) Mount the tire on a test rim and inflate it to the applicable pressure specified in Table III.

(b) Condition it at ambient room temperature for at least 24 hours.

(c) Readjust pressure to that specified in (a).

(d) Caliper the section width and overall width at six points approximately equally spaced around the tire circumference.

(e) Record the average of these measurements as the section width and overall width, respectively.

(f) Determine tire outer diameter by measuring the maximum circumference of the tire and dividing this dimension by pi (3.14).

S5.2 *Tubeless tire bead unseating resistance.*

S5.2.1 *Preparation of tire-wheel assembly.*

S5.2.1.1 Wash the tire, dry it at the beads, and mount it without lubrication or adhesives on a clean, painted test rim.

S5.2.1.2 Inflate it to the applicable pressure specified in Table III at ambient room temperature.

S5.2.1.3 Mount the wheel and tire in the fixture shown in Figure 1, and force the standard block shown in Figure 2 against the tire sidewall as required by the geometry of the fixture.

S5.2.2 Test procedure.

S5.2.2.1 Apply a load through the block to the tire outer sidewall at the distance specified in Figure 1 for the applicable wheel size at a rate of 2 inches per minute, with the load arm substantially parallel to the tire and rim assembly at the time of engagement.

S5.2.2.2 Increase the load until the bead unseats or the applicable value specified in S4.2.2.3 is reached.

S5.2.2.3 Repeat the test at least four places equally spaced around the tire circumference.

S5.3 Tire strength.

S5.3.1 Preparation of tire.

S5.3.1.1 Mount the tire on a test rim and inflate it to the applicable pressure specified in Table III;

S5.3.1.2 Condition it at room temperature for at least 3 hours; and

S5.3.1.3 Readjust its pressure to that specified in S5.3.1.1.

S5.3.2 Test procedure.

S5.3.2.1 Force a 3/4-inch diameter cylindrical steel plunger with a hemispherical end perpendicularly into the tread rib as near to the centerline as possible, avoiding penetration into the tread groove, at the rate of 2 inches per minute.

S5.3.2.2 Record the force and penetration at five test points equally spaced around the circumference of the tire. If the tire fails to break before the plunger is stopped by reaching the rim, record the force and penetration as the rim is reached and use these values in S5.3.2.3.

S5.3.2.3 Compute the breaking energy for each test point by means of the following formula:

$$W = \frac{F \times P}{2}$$

where

W = Energy, inch-pounds;
F = Force, pounds; and
P = Penetration, inches.

S5.3.2.4 Determine the breaking energy value for the tire by computing the average of the five values obtained in accordance with S5.3.2.3.

S5.4 Tire endurance.

S5.4.1 Preparation of tire.

S5.4.1.1 Mount a new tire on a test rim and inflate it to the applicable pressure specified in Table III.

S5.4.1.2 Condition the tire assembly to 100±5° F. for at least three hours.

S5.4.1.3 Readjust tire pressure to that specified in S5.4.1.1 immediately before testing.

S5.4.2 Test procedure.

S5.4.2.1 Mount the tire and wheel assembly on a test axle and press it against a flat-faced steel test wheel 67.23 inches in diameter and at least as wide as the section width of the tire to be tested or an approved equivalent test wheel, with the applicable test load specified in Table I for the tire's size designation, type, and maximum permissible inflation pressure.

S5.4.2.2 During the test, the air surrounding the test area shall be 100±5° F.

S5.4.2.3 Conduct the test at 50 miles per hour in accordance with the following schedule without pressure adjustment or other interruptions:

S5.4.2.4 Immediately after running the tire the required time, measure its inflation pressure. Allow the tire to cool for one hour. Then deflate the tire, remove it from the test rim, and inspect it for the conditions specified in S4.2.2.5 (a).

Maximum permissible inflation pressure (pounds per square inch)	Load (from table I)—		
	For 4 hours	For 6 hours	For 24 hours
82	24 lb/in ² column.	28 lb/in ² column.	32 lb/in ² column.
86	28 lb/in ² column.	32 lb/in ² column.	36 lb/in ² column.
40	32 lb/in ² column.	36 lb/in ² column.	40 lb/in ² column.

S5.5 High speed performance.

S5.5.1 After preparing the tire in accordance with S5.4.1, mount the tire and wheel assembly in accordance with S5.4.2.1, and press it against the test wheel with the load specified in Table I for the tire's size designation and the applicable pressure specified in Column B of the following table:

Maximum permissible inflation pressure (pounds per square inch)	Load from table I	
	A	B
32	24 lb/in ² column.	24 lb/in ² column.
36	28 lb/in ² column.	28 lb/in ² column.
40	32 lb/in ² column.	32 lb/in ² column.

S5.5.2 Break in the tire by running it for 2 hours at 50 m.p.h.

S5.5.3 Allow to cool to 100±5° F. and readjust the inflation pressure to the applicable pressure specified in Table III.

S5.5.4 Without readjusting inflation pressure, test at 75 m.p.h. for 30 minutes, 80 m.p.h. for 30 minutes, and 85 m.p.h. for 30 minutes.

S5.5.5 Immediately after running the tire the required time, measure its inflation pressure. Allow the tire to cool for one hour. Then deflate the tire, remove it from the test rim, and inspect it for the conditions specified in S4.2.2.5(a).

S6. *Nonconforming tires.* No tire of a type and size designation specified in Table I of Appendix A that is designed for use on passenger cars and manufactured on or after October 1, 1972, but does not conform to all the requirements of this standard, shall be sold, offered for sale, introduced or delivered for introduction into interstate commerce, or imported into the United States, for any purpose.

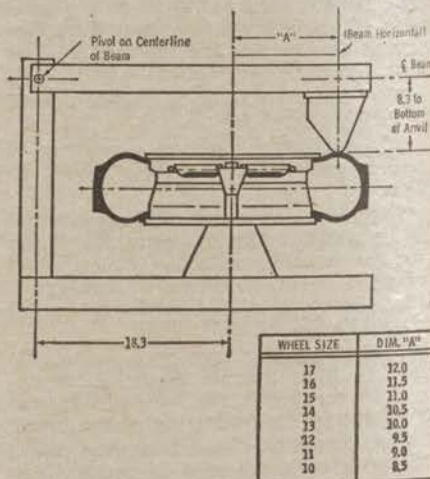


FIGURE 1—Bead Unseating Fixture Dimensions in Inches

CHAPTER X—INTERSTATE COMMERCE COMMISSION

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. NO. 1194]

PART 1033—CAR SERVICE

Burlington Northern Inc. Authorized To Operate Over Tracks of Spokane International Railroad Company

AUGUST 23, 1974.

At a session of the Interstate Commerce Commission, Railroad Service Board, held in Washington, D.C., on the 22nd day of August, 1974.

It appearing, that the Burlington Northern Inc. (BN) has filed an application with the Interstate Commerce Commission in Finance Docket No. 27696 for permanent authorization to operate over existing main line track of the Spokane International Railroad Company (SI) from an existing interchange track at Millwood, Washington, to a spur track 1.78 miles to the east thereof; that the Commission is of the opinion that there is immediate need for service over this line pending the Commission's decision in Finance Docket No. 27696, and that operation over this line by the BN is necessary in the interest of the public and the commerce of the people; and that notice and public procedure herein are impracticable and contrary to the public interest; and that good cause exists for making this order effective upon less than thirty days' notice.

It is ordered. That:

§ 1033.1194 Service Order No. 1194.

(a) (*Burlington Northern Inc. authorized to operate over tracks of Spokane International Railroad Company.*) The Burlington Northern Inc. be, and it is hereby, authorized to operate over existing main line track of the Spokane International Railroad Company from an existing interchange track at Millwood, Washington, to a spur track 1.78 miles to the east thereof.

(b) *Application.* The provisions of this order shall apply to intrastate, interstate, and foreign traffic.

(c) *Effective date.* This order shall become effective at 12:01 a.m., August 23, 1974.

(d) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., December 31, 1974, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; (49 U.S.C. 1, 12, 15, and 17(2)). Interprets or applies secs. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; (49 U.S.C. 1(10-17), 15(4), and 17(2)))

It is further ordered, That copies of this order shall be served upon the Association of American Railroads, Car

Service Division, as agent of the railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL]

ROBERT L. OSWALD,
Secretary.

[FR Doc.74-19965 Filed 8-27-74;8:45 am]

Title 50—Wildlife and Fisheries

CHAPTER I—UNITED STATES FISH AND
WILDLIFE SERVICE, DEPARTMENT OF
THE INTERIOR

SUBCHAPTER B—HUNTING AND POSSESSION OF WILDLIFE

PART 21—MIGRATORY BIRD PERMITS

Depredating Scrub Jays and Steller's Jays; Order Permitting Killing in Designated Agricultural Areas in Washington and Oregon

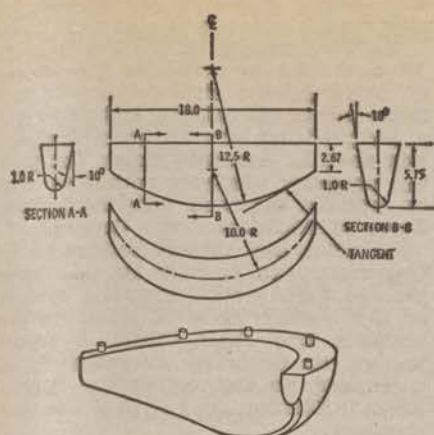
It has been determined from investigations and observations by the U.S. Fish and Wildlife Service that serious depredations to nut crops are occurring because of scrub jays (*Aphelocoma coerulescens*) and Steller's jays (*Cyanocitta stelleri*) in several counties of Washington and Oregon.

Various nut crops have been produced commercially in Washington and Oregon for more than 40 years. Annual filbert nut production alone is estimated at 11,500 tons, worth slightly less than \$7,000,000 to farmers in the two States.

Along with nut production has been the ever present problem of damage by jays. This damage is particularly serious on filbert nuts. The USDA estimates that five to ten percent of the annual crop is lost or damaged by jays.

Stomach analyses of jays, made in filbert groves during the summer of 1973 by the U.S. Fish and Wildlife Service, suggested few nuts were eaten in groves. Only about 10 percent of the stomach contents of a small sample of birds collected contained nuts. However, observations showed that the birds removed clusters of nuts from the groves and hid them in nearby wooded areas. Nut groves near woods were observed to suffer much more damage than those situated some distance from any woods, streams, or tall trees.

Although nut raisers have always been faced with depredations by jays, prior to 1972 the birds were not protected by Federal regulations, and thus could be controlled whenever needed. However, on March 10, 1972, the Convention between the United States of America and the United Mexican States for the Protection of Migratory Birds and Game Mammals



MATERIAL: Cast Aluminum 395
T-6 Condition
Finish-50 Micro Inch

FIGURE 2 — Diagram of Bead Unseating Block Dimensions In Inches

APPENDIX

TABLE II—MINIMUM BREAKING ENERGY VALUES
(INCH-POUNDS)

TABLE H-A—FOR BIAS PLY TIRES WITH SIZE DESIGNATION
OF 6.00 (OR 155 MILLIMETERS) AND ABOVE AND 70
SERIES TIRES

Cord material	Maximum permissible inflation pressure		
	32 lb/in ²	36 lb/in ²	40 lb/in ²
Rayon.....	1,650 in.-lbs.	2,574 in.-lbs.	3,300 in.-lbs.
Nylon or polyester.	2,600 in.-lbs.	3,900 in.-lbs.	5,200 in.-lbs.

TABLE II-B—FOR BIAS PLY TIRES WITH SIZE DESIGNATION
BELOW 6.00 INCHES (OR 155 MILLIMETERS)

Cord material	Maximum permissible inflation pressure		
	32 lb/in ²	36 lb/in ²	40 lb/in ²
Rayon.....	1,000 in-lbs.	1,875 in-lbs.	2,500 in-lbs.
Nylon or polyester.	1,950 in-lbs.	2,925 in-lbs.	3,900 in-lbs.

TABLE II-C—FOR RADIAL PLY TIRES

Size designation	Maximum permissible inflation pressure		
	32 lb/in ²	36 lb/in ²	40 lb/in ²
Below 160 millimeters	1,950 in-lbs.	2,925 in-lbs.	3,900 in-lbs.
160 millimeters or above.	2,600 in-lbs.	3,900 in-lbs.	5,200 in-lbs.

TABLE III—TEST INFLATION PRESSURES

Maximum permissible inflation pressure (in pounds per square inch).....	32	36	40
Pressure (in pounds per square inch) to be used in tests for physical dimensions, bead unseating, tire strength, and tire endurance.....	24	28	32
Pressure (in pounds per square inch) to be used in test or high speed performance.....	30	34	38

(Secs. 103, 119, 201, and 202, Pub. L. 89-563, 80 Stat. 718, 15 U.S.C. 1392, 1401, 1407, 1421, and 1422; delegation of authority at 49 CFR 1.51)

[FR Doc.74-18525 Filed 8-27-74;8:45 am]

was amended and Federal protection was extended to the family *Corvidae*, which contains all species of North American jays. The scrub jays and Steller's jays that were causing damage to nuts could no longer be killed indiscriminately.

In the spring of 1973 a request was made to the U.S. Fish and Wildlife Service to issue a depredation order to allow the taking of jays damaging nut crops. It was decided not to issue the order, but instead investigate jay complaints on an individual basis and try to establish non-lethal means of protecting the various nut crops from jay damage.

Meetings were held between the nut raisers and personnel of the U.S. Fish and Wildlife Service to discuss the use of scare devices and the issuance of special kill permits in cases where damage was severe. Investigation of depredation reports included contacting complainants, demonstrating scare devices, checking on the effectiveness of the devices, and assessing jay damage by visual on-site observations. Cooperation was obtained from various growers to conduct experiments on their property to determine the effectiveness of the scare devices being employed.

The overall effect of the experiments was that losses were reduced somewhat, but nearby orchards without protection suffered much heavier damage. In addition, there was a noticeable decrease of small birds in the orchards where the scare devices were used. The orchard owners objected to this, since the small song birds are considered important in helping to control insects.

The issuance of individual kill permits was also considered unsatisfactory, since few orchard owners bothered to request permits before killing jays when problems developed in their orchards. This was due to the realization by the owners that by the time they had requested a permit, their request was investigated, and the permit issued, severe damage to their crop could already have occurred. During this unavoidable period of delay in the issuance of individual kill permits, the growers are unable to take action against the problem species.

It is therefore concluded that jay damage is serious and widespread in the counties involved. This damage can best be minimized or alleviated by permitting the depredating scrub jays and Steller's jays to be taken by shooting or trapping in the affected areas under specific conditions and restrictions. This regulation is limited to just the scrub jay and Steller's jay in order to afford protection to those species of jays (Pine jay, gray jay, and Clark's nutcracker) that wander into the area irregularly and in small numbers. These three species cause little or no economic damage to the orchards and thus should not be included in this section.

Since this amendment relieves an existing restriction with respect to depredating scrub jays and Steller's jays and provides for control measures where either of these named species become concentrated in such numbers and manner as to constitute a hazard to agricul-

ture, it is determined that notice and public procedure thereon are impracticable, unnecessary, and contrary to the public interest and that this amendment shall become effective on August 28, 1974.

Accordingly, Part 21 of Title 50, Code of Federal Regulations, is amended as set forth below.

(40 Stat. 755, as amended (16 U.S.C. 704); and 50 Stat. 1311)

Effective date: August 28, 1974.

Dated: August 22, 1974.

DOUGLAS P. WHEELER,
Deputy Assistant Secretary for
Fish and Wildlife and Parks.

1. In the Table of Sections, Subpart D—Control of Depredating Birds, a new § 21.46 is added to read:

21.46 Depredation order for depredating scrub jays and Steller's jays in Washington and Oregon.

2. This establishes a new § 21.46 of Chapter 1, Subchapter B of Title 50 of the Code of Federal Regulations to read:

Section 21.46 Depredation order for depredating scrub jays and Steller's jays in Washington and Oregon.

Landowners, sharecroppers, tenants, or their employees or agents actually engaged in the production of nut crops in Washington and Oregon may, without a permit, take scrub jays (*Aphelocoma coerulescens*) and Steller's jays (*Cyanocitta stelleri*) when found committing or about to commit serious depredations to nut crops on the premises owned or occupied by such persons: *Provided*:

(a) That scrub jays and Steller's jays may only be taken pursuant to this section between August 1 and December 1 in any year, in the Washington counties of Clark, Cowlitz, and Lewis; and the Oregon counties of Benton, Clackamas, Lane, Linn, Marion, Multnomah, Polk, Washington, and Yamhill.

(b) That scrub jays and Steller's jays taken pursuant to this section shall not be transported or sold or offered for sale except that, such transportation within the area, as may be necessary to bury or otherwise destroy the carcasses of such birds is permitted: *Provided*, That the Director of the State agricultural department, college, or other public institution may requisition such scrub jays and Steller's jays killed as may be needed for scientific investigations.

(c) That such birds may be taken only by trapping or shooting and on areas where serious depredations are being or are about to be committed.

(d) That any person exercising any of the privileges granted by this section shall permit at all reasonable times, including during actual operations, any Federal or State game or deputy game agent, warden, protector, or other law enforcement officer free and unrestricted access over the premises on which such operations have been or are being conducted; and shall furnish promptly to

such officer whatever information he may require, concerning said operations.

(e) That nothing in this section shall be construed to authorize the killing of such migratory birds contrary to any State laws or regulations; and that none of the privileges granted under this section shall be exercised unless the person possesses whatever permit as may be required for such activities by the States of Washington and Oregon.

(f) That any person authorized by this section to exercise the privileges granted therein shall maintain records of the number of birds killed on the premises and shall submit a report thereof, on or before December 31 of each year, to the appropriate Special Agent in Charge (see § 10.22 of this subchapter).

[FR Doc. 74-19836 Filed 8-27-74; 8:45 am]

PART 32—HUNTING

Benton Lake National Wildlife Refuge, Mont.

The following regulations are issued and are effective on August 28, 1974.

§ 32.12 Special Regulations; Migratory Game Birds; for Individual Wildlife Refuge Areas.

MONTANA

BENTON LAKE NATIONAL WILDLIFE REFUGE

Public hunting of geese, ducks, coots, mergansers and Wilson's snipe on the Benton Lake National Wildlife Refuge, Montana, is permitted only on areas designated by signs as open to public hunting. This open area is delineated on maps available at refuge headquarters.

Hunting shall be in accordance with all applicable state and federal regulations governing the hunting of the aforementioned species subject to the following special conditions:

(a) Hunters may not possess or use shells other than those containing steel pellets.

(b) Hunters are required to register at the designated check station prior to entering the hunting area.

(c) Hunters will be required to check out at the checking station at which time they will present their bag to refuge personnel for species identification.

(d) Hunters need not comply with special regulations 2 and 3 when the check station is not in operation. A large sign at the check station will advise when the check station is or is not in operation.

(e) Refuge roads and dike areas are closed to hunting.

(f) Blinds may be constructed with natural vegetation found on the refuge.

(g) Vehicle use and parking shall be confined to gravelled roads and designated parking areas.

(h) Boats without motors may be used in conjunction with waterfowl hunting activities.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas

generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 29, 1974.

LYLE A. STEMMERMAN,
Refuge Manager, Benton
Lake National Wildlife Refuge.

AUGUST 20, 1974.

[FR Doc.74-19874 Filed 8-27-74; 8:45 am]

PART 32—HUNTING

Des Lacs National Wildlife Refuge, N. Dak.

The following special regulation is issued and is effective on August 28, 1974.

§ 32.32 Special Regulations; big game, for individual wildlife refuge areas.

NORTH DAKOTA

DES LACS NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Des Lacs National Wildlife Refuge, North Dakota, is permitted except within a 1,000 acre area surrounding the town of Kenmare which is posted as "closed." The area open to hunting, comprising 17,740 acres, is delineated on a map available at the refuge headquarters and from the Area Manager, U.S. Fish and Wildlife Service, Bismarck, North Dakota 58501. Hunting shall be in accordance with all applicable State Regulations covering the hunting of deer, subject to the following conditions.

(1) Hunting is permitted from 12:00 noon to sunset November 8 and from sunrise to sunset November 9 through November 17, 1974.

(2) All hunters must exhibit their hunting license, deer tag, game and vehicle contents to Federal and State officers upon request.

The provisions of this special regulation supplement the regulations which govern hunting on Wildlife Refuge Areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32 and are effective through November 17, 1974.

CHARLES S. PECK,
Refuge Manager, Des Lacs
National Wildlife Refuge.

AUGUST 20, 1974.

[FR Doc.74-19872 Filed 8-27-74; 8:45 am]

PART 32—HUNTING

Lostwood National Wildlife Refuge, N. Dak.

The following special regulation is issued and is effective on August 28, 1974.

§ 32.32 Special Regulations; big game, for individual wildlife refuge areas.

NORTH DAKOTA

LOSTWOOD NATIONAL WILDLIFE REFUGE

Public hunting of deer on the Lostwood National Wildlife Refuge, North Dakota, is permitted only on the area designated as open to hunting during the period November 8 through 17, 1974. This open area, comprising 25,300 acres, is delineated on a map available at the

refuge headquarters, Kenmare, North Dakota, and from the Area Manager, U.S. Fish and Wildlife Service, Bismarck, North Dakota 58501. Hunting shall be in accordance with all applicable State Regulations and the following special conditions:

(1) Vehicle travel is restricted to public highways and the refuge entrance road from State Highway No. 8 to refuge headquarters. All other roads and trails are closed to vehicles.

(2) A one square mile area around the refuge headquarters complex will be closed to hunting and marked by "Closed Area" signs.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuges generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 1, 1975.

CHARLES S. PECK,
Refuge Manager,
Lostwood National Wildlife Refuge.

AUGUST 20, 1974.

[FR Doc.74-19871 Filed 8-27-74; 8:45 am]

PART 32—HUNTING

Lostwood National Wildlife Refuge, N. Dak.

The following special regulation is issued and is effective on August 28, 1974.

§ 32.12 Special Regulations; Migratory Game Birds; for individual Wildlife Refuge Areas.

NORTH DAKOTA

LOSTWOOD NATIONAL WILDLIFE REFUGE

Public hunting of sharp-tailed grouse and Hungarian partridge on the Lostwood National Wildlife Refuge, North Dakota, is permitted only on that area designated by signs as open to hunting during the period September 14 through December 15, 1974. The open area, comprising 4,720 acres during the period September 14 through November 17 and 28,101 acres during the period November 18 through December 15, 1974, is delineated on maps available at the refuge headquarters, Kenmare, North Dakota, and from the Area Manager, U.S. Fish and Wildlife Service, Bismarck, North Dakota 58501. Hunting shall be in accordance with all applicable State regulations and the following special condition.

(1) Vehicle travel is restricted to public highways and the refuge entrance road from State Highway No. 8 to refuge headquarters. All other refuge roads and trails are closed to vehicles.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through December 15, 1974.

CHARLES S. PECK,
Refuge Manager,
Lostwood National Wildlife Refuge.

AUGUST 20, 1974.

[FR Doc.74-19873 Filed 8-27-74; 8:45 am]

PART 32—HUNTING

Monte Vista National Wildlife Refuge, Colo.

The following special regulation is issued and is effective on August 28, 1974.

§ 32.12 Special regulations; migratory game birds; for individual wildlife refuge areas.

COLORADO

MONTE VISTA NATIONAL WILDLIFE REFUGE

The public hunting of geese, ducks, coots, mergansers, mourning doves, sora and Virginia rails, and Wilson's snipe on the Monte Vista National Wildlife Refuge, Colorado, is permitted in accordance with conditions as outlined below, but only on the area designated by signs as open to hunting:

(a) Ducks, coots and mergansers—October 5, 1974 through October 13, 1974, inclusive, and November 9, 1974 through January 3, 1975, inclusive.

(b) Canada geese—November 1, 1974 through December 31, 1974, inclusive. Hunting of Canada geese is restricted to those persons who have secured a special Colorado state permit for the Special San Luis Valley Goose Hunt.

(c) Mourning doves—October 5, 1974 through October 13, 1974, inclusive.

(d) Sora and Virginia rails—October 5, 1974 through October 13, 1974, inclusive, and November 1, 1974 through November 9, 1974, inclusive.

(e) Wilson's snipe—October 5, 1974 through October 13, 1974, inclusive, and November 1, 1974 through November 4, 1974, inclusive.

This open area, comprising 5,314 acres, is delineated on maps available at refuge headquarters, Monte Vista, Colorado, and from the Regional Director, U.S. Fish and Wildlife Service, 10597 West 6th Ave., Denver, Colorado 80215. Hunting shall be in accordance with all applicable State and Federal regulations covering the hunting of geese, ducks, coots, mergansers, mourning doves, sora and Virginia rails, and Wilson's snipe, subject to the following special conditions:

(a) Shooting hours will be from one-half hour before sunrise until sunset for ducks, geese, coots and mergansers.

(b) Shooting hours will be from sunrise to sunset on mourning doves, sora and Virginia rails and Wilson's snipe.

(c) During the 1974-75 season, all hunters must register at the refuge office before entering the hunting area at one of the six designated parking areas. Upon completion of the day's hunt, the hunter must return to the refuge office to complete a questionnaire regarding the hunt.

(d) The use of steel shot will be required for all species throughout the hunting season. The possession or use of lead shot in the hunting area is prohibited, except when participating as a selected hunter in the Refuge's unknown shot investigation.

(e) Having lead shot in one's possession while in the hunting area will be considered prima facie evidence that the person having such shot in his possession is engaged in hunting with same.